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*Off came the cylinder head, revealing two burned valves and one dropped valve seat. It was now 11 p.m., and things were looking grim.*



## To the rescue

As you might have noticed from the cover, we're celebrating a milestone at *HS&EC* this month. It's deeply satisfying to look back and realize what we've done together, 10 years of sustained growth at a time when magazines as a lot haven't been doing so well, and we have you to thank for it. All of us here at Hemmings are enormously grateful to have the loyalty and continued support of the world's greatest readers.

To mark the big anniversary, we've packed some special features into this issue, in addition to the regular features that we bring you each month, and we hope that you enjoy them. But before you move on, if you have a moment, I have a story I'd like to tell you.

As I've mentioned once or twice before, I get together with my fellow Rover owners once a year in central Massachusetts, at an event called RoveAmerica. These RoveAmericas have been going on for nine years now; they were launched by Rover aficionado and collector Dirk Burrowes, who's now assisted by fellow enthusiasts Steve Manwell, Kurt Steele and Dean Saluti.

RoveAmerica is a pretty informal event, and usually attracts a couple dozen fans of these well-engineered cars from Solihull. There's no club, per se, just a bunch of like-minded individuals who enjoy each other's company and—as you'll see—helping one another out. We sometimes go for drives for lunch, or break-fast, or ice cream, and there's always an awards banquet on Saturday night. But most of the time is spent renewing acquaintances and comparing notes on our cars.

This year, I arrived on Thursday afternoon, in time for setting up and the welcome barbecue. One by one, our friends began to arrive, and the parking lot began to fill with Rovers. Among the later arrivals were Dick and Carol Kress, who had driven their 1969 2000TC from Massillon, Ohio, a distance of about 650 miles, over the course of two days.

Dick had a problem to report. The Rover was significantly down on power, which had become especially evident when he ran into the Berkshire hills in the western part of the state. So bad were things that he considered turning around and heading home. But, as he later told me, "We were about 500 miles from home, and about 150 miles from the meet, so we figured it would be closer to get towed to the meet"—if it came to that.

He had bought the Rover about two years earlier, and had done some work on it, sorting out its suspension, replacing its rear wheel bearings and taking care of what he calls "little stuff." Although he's no novice with a wrench,

his tools and spare parts were back in his shop in Massillon.

Now, if you have a sick Rover, RoveAmerica is probably the very best place you can find yourself. Why? Because among the attendees are some of the absolute best practitioners of the Rover healing arts in eastern North America. They gathered round, warming to the task of diagnosing Dick's sick engine.

After testing and ruling out such possible culprits as fuel supply and ignition, they ran a compression test. The first cylinder tested, number 4, showed "just about zero," Dick says. Off came the cylinder head, revealing two burned exhaust valves and one dropped valve seat. It was now 11 p.m., and things were looking grim.

What do you do when you're 650 miles from home with a crippled, 46-year-old British saloon? Dick's thoughts ran to a rented truck with a pull-behind dolly. But not the Rover wrenches. For them, there was just one acceptable option: fix the car. There was no Plan B.

The thing about RoveAmerica is that, as Dean put it, breaking down there is like breaking your leg in the emergency room. The place was awash not only in expertise, but in parts as well. Did Dirk have a rebuilt 2000TC cylinder head on the shelf? What a question. Of course he did. And on it went.

Getting the engine put back together took up all of Friday and a good part of Saturday, but by the time Saturday afternoon rolled around, it was running like new. Dick and Carol drove it to the banquet that night, and to our brunch destination in southern New Hampshire the next morning. Brunch concluded, we all said our goodbyes, and the Kresses pointed the TC's nose west and headed for Ohio. They got there, 700 miles later, without a single problem. (I don't want to embarrass anyone, but Dick says Dirk has been awfully hard to pin down on the subject of compensation.)

Internet forums are a great thing, and heaven knows how much good advice I've gotten while elbows-deep in one project or another. But the Internet cannot fix your broken car for you. For that, you need flesh-and-blood community. I've seen similar rescue missions at other club meetings, and I'll bet you have, too. It makes you grateful for all of the terrific people who consider another driver's woes a welcome opportunity to put their expertise to use. Perhaps you're one of them.

So, here's a toast to those who are always ready to help, and here's to those with a sense of adventure who aren't afraid to take their older cars on long journeys. Do you have a story of a memorable rescue? If so, we'd love to hear it. 🌐



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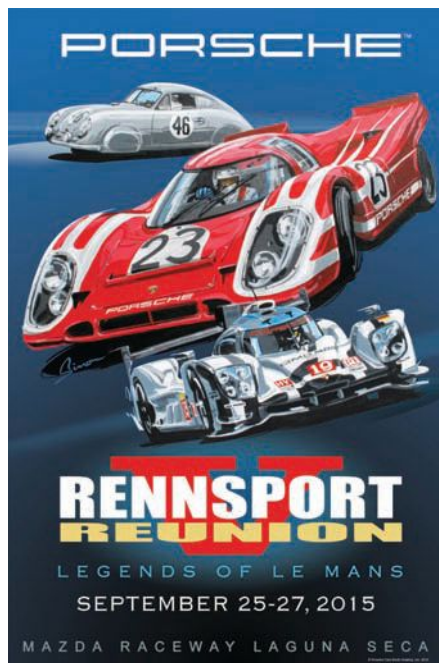




## Rennsport Reunion V

In the world of vintage and modern Porsches, no gathering is more highly anticipated than the Porsche Rennsport Reunion. The fifth such event, hosted by Porsche Cars North America, will take place at Mazda Raceway Laguna Seca on the Monterey Peninsula over the weekend of September 25-27. Held every three years, Rennsport brings together race cars and their designers, engineers, mechanics and drivers, and it includes on-track competition and a concours d'elegance.

More than 1,300 Porsche models belonging to Porsche Club of America members were in the parking lots, show fields and race classes of the last



Rennsport Reunion, and that participation will surely be topped. An incredible 40,000 spectators are expected to attend this year's event, and they'll get to experience iconic models like the 550 Spyder, the 917 and 956/962, as well as the new 919 LMP1, fresh from its recent triumph the 24 Hours of Le Mans.

You can get in the spirit with this teaser video ([www.youtube.com/watch?v=adPy2iNhkzEO](http://www.youtube.com/watch?v=adPy2iNhkzEO)) and buy tickets at 800-327-7322 or [www.mazdaraceway.com](http://www.mazdaraceway.com).

## Classics on the Green

The combination of a classic car show and wine-tasting event might represent the height of civilization, and the organizers of the 31st annual Classics on the Green in New Kent, Virginia, are a highly civilized bunch. This show, hosted by the Central Virginia British Car Club and Classic Automotive Events of Virginia, celebrates British and European classics and exotics—with Morgan being 2015's featured marque—and will be held at the New Kent Winery ([www.newkentwinery.com](http://www.newkentwinery.com)) on Sunday, September 20, from 11 to 4, rain or shine. Attendees looking to make a weekend of it can join in Saturday's driving tours, sightseeing, shopping and dinner at the host hotel.

Advance tickets to the car show and wine festival cost \$25 when purchased through the event website ([www.classicsonthegreen.com](http://www.classicsonthegreen.com)), and admission to the car show alone costs \$10 for adults, with children age 12 and under admitted free. A portion of the car show proceeds will be donated to the Richmond Fisher House at the McGuire Veterans Medical Center.



PHOTOGRAPH BY MICHAEL LEE

## Event Calendar

### SEPTEMBER

#### 3-7» Lime Rock Historic Festival 33

Lakeville, Connecticut; 860-435-5000; <http://limerockhistorics.com>

#### 11» Watkins Glen Grand Prix Festival

Watkins Glen, New York; 607-535-3003; [www.grandprixfestival.com](http://www.grandprixfestival.com)

#### 12-13» Des Moines Concours d'Elegance

Des Moines, Iowa; [info@desmoinesconcours.com](mailto:info@desmoinesconcours.com); [www.desmoinesconcours.com](http://www.desmoinesconcours.com)

#### 13» British Car Festival

British Car Union; Palatine, Illinois; [www.britishcarunion.com](http://www.britishcarunion.com)

#### 13-18» Targa Newfoundland

St. Johns, Newfoundland, Canada; 877-332-2413; [www.targanewfoundland.com](http://www.targanewfoundland.com)

#### 18-20» British Invasion XXV

Stowe, Vermont; 508-395-6663; [www.britishinvasion.com](http://www.britishinvasion.com)

#### 18-20» Oregon Festival of Cars

Bend, Oregon; 503-246-8477; [www.oregonfestivalofcars.com](http://www.oregonfestivalofcars.com)

#### 19» Japanese Classic Car Show

Long Beach, California; 714-442-3874; [www.japaneseclassiccarshow.com](http://www.japaneseclassiccarshow.com)

#### 19-20» All Air-Cooled Gathering

Central New Jersey Volkswagen Society; Flanders, New Jersey; 973-454-2024; [www.allaircooledgathering.com](http://www.allaircooledgathering.com)

#### 21-27» Oktoberfest BMW Car Club

of America; Galloway, New Jersey; 800-878-9292; [www.bmwcca.org](http://www.bmwcca.org)

#### 25-27» Hemmings Motor News

Concours d'Elegance Hemmings Motor News; Saratoga Springs, New York; 800-227-4373; [www.hemmings.com](http://www.hemmings.com)

#### 26-27» Classic Italian Vehicles Festa

Italiana Seattle; Seattle, Washington; 206-282-0627; [www.festaseattle.com/autoshow.htm](http://www.festaseattle.com/autoshow.htm)



Visit the Hemmings Car Clubs pages at [www.hemmings.com](http://www.hemmings.com) for news and information on over 1,400 car clubs!

*Hemmings Sports & Exotic Car* would like to hear about activities or national meetings for clubs focused on imported cars. Send details of upcoming events at least three months in advance, or photographs and a few paragraphs about recent events, to: Mark J. McCourt; Club News c/o Hemmings Sports & Exotic Car; P.O. Box 904; Bennington, Vermont 05201. Email: [mmccourt@hemmings.com](mailto:mmccourt@hemmings.com).





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## Spotted

Parry Dolle's photos of London and East Berlin [HS&EC #119, July 2015] prompted a few of you to head for your keyboards. The SS110, Will Handley writes, "has a Wolseley 16/60 parked behind it. Coming along the road, partially obscured by the Wolseley is a blue Ford (U.K.) Consul Capri. Parked behind the red MG Midget is a Ford (U.K.) Corsair and parked in front of the MG is a Ford Cortina Mk1." He adds, "The SS100 has a Warwickshire registration and the photo was probably taken after 6 p.m. on a weekday or a Sunday, as the cars are parked on a yellow line, indicating working day parking restriction. (How many nerd points do I score?)"

Danton J. A. Cardoso adds that there's a Citroën 2CV in front of the SS100, and pegs the Wolseley behind as a 15/60. On the opposite side, he spots "an early '60s Ford Cortina, an MG Midget (looks like a Mk II with wind-up side-windows) and probably a Humber Super Snipe behind the Midget." Danton identifies the car in motion as an early '60s Ford Consul Classic, "notable for its Lincolnesque reverse-rake rear window."

Will, Danton and James Spears, meanwhile, are in complete agreement that the unidentified cars shown in the East Berlin photo are Trabants. Well done.



## It Came from the Lab



When subscriber Ken Samuelian of Belmont, Massachusetts, was on a family vacation to the U.K. this past summer, he happened upon a most remarkable machine parked on the street in the seaside town of Milford Haven, Wales. "It seemed very familiar, but I couldn't quite put a finger on what it was. It looked like a long-lost Bentley or a giant MG," he writes. "Turned out, there was this bloke with his own tinker shop beneath his home who concocted this beauty from the chassis, engine and bones of a very staid old English four-door sedan.... In any case, it was a thing of beauty and the craftsmanship was impeccable."

Ken struck up a conversation with the car's builder, learning that beneath the hood lay a pair of Rover V-8 engines, in tandem. "My conversation with the man, who was fashioning what looked to be a nose cone or radiator shroud out of multi-layered fiberglass for his next creation as we spoke, was brief, but I left feeling as if I was in the presence of an automotive mad genius. He did 100 percent of the work himself in his garage." The grille is Daimler, but Ken's certain it was based on something else, very possibly a Riley.

Ken never did get the man's name, but we imagine he's well known to all who are within earshot.



Recently discovered an unusual or noteworthy car? Share it with our readers. Photographs, commentary, questions and answers can be submitted to *Lost & Found*, c/o Hemmings Sports & Exotic Car, P.O. Box 904, Bennington, Vermont 05201, or emailed to [dlachance@hemmings.com](mailto:dlachance@hemmings.com).



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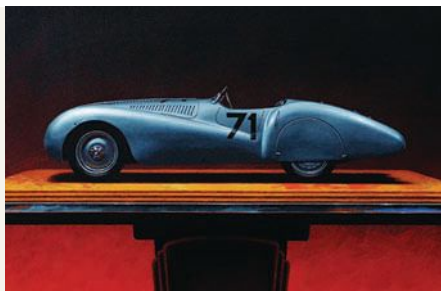
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**Bugatti in Venice****Bugelfalte****Delage****Gullwing****Mercedes 540K****Teardrops on the Stage**

**PAINTING 'IN THE REAL'»** There's nothing quite like a two-dimensional painting that manages to be so true-to-form and lifelike that you want to reach into it. It takes an incredibly skilled artist to master this style, and that is just the type that New Zealand-born Australia resident Steve Harris is. He's a self-taught professional who has been creating award-winning still life and landscape pieces for more than 40 years, and has recently expanded his focus into the automotive realm.

"I have been rather focused on teaching myself the nuances of the automobile in fine art," Steve explains. "It's a learning curve for me,

defining a philosophy, while these beautiful old cars are leading me to places I have never been before. I am treating the series with a little bit of theatre and illusion." Working in acrylic on canvas, he has painted a number of artful classic cars—as well as vintage children's toy vehicles—in his own style, and they gleam with light and warmth.

Steve's pieces are available for purchase as edition-of-550 giclée prints, and some originals are also available; visit his website for details on sizes and pricing. Cost: Print, \$425 AUD (\$330 USD). **Contact:** [therealme@therealsteveharris.com.au](mailto:therealme@therealsteveharris.com.au); [www.therealsteveharris.com.au](http://www.therealsteveharris.com.au)

**1956 ASTON MARTIN DB3S LM»** An Aston Martin finished second overall in the 1956 24 Hours of Le Mans, but it wasn't the number 9 car driven by Peter Walker and Roy Salvadori. Walker, who had finished first at Le Mans in 1951 at the wheel of a Jaguar C-type, crashed the Aston on the 174th lap of La Sarthe. Spark Model is heavily focused on competition cars, and not just the winners, as evidenced by this 1/43 version of Walker's Aston. The amount of delicate detail on this model is simply wonderful—the lights, gauges and hood straps are highly convincing, and we've never seen wire wheels done better in this scale. The resin model comes mounted to a base, and includes a clear plastic dust cover. Cost: \$79.99. **Contact:** [Spark; Item #SP2410; 800-639-1744; www.replicarz.com](http://www.replicarz.com)

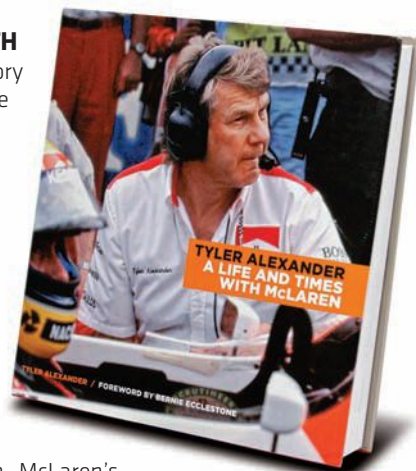


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Tyler Alexander is an American, raised in New England, who got involved in road racing early in the 1960s. When his driver, Timmy Mayer, died in a Tasman Series accident in 1964, Alexander forged an unlikely alliance with another up-and-comer, Bruce McLaren. The combination—McLaren's obvious cockpit skills and Alexander's status as an

engineering prodigy—immediately proved formidable. This is Alexander's self-told tale of spending decades on the front lines of racing's most competitive series: Formula 1, the Can-Am, and Indianapolis. It's a huge book, totaling 456 richly illustrated pages, spanning years of triumph and anguish. We've done a story here with Alexander, and trust us, he's the real deal. So is this remarkable story. Cost: \$55. **Contact:** 800-831-1758; [www.bullpublishing.com](http://www.bullpublishing.com)



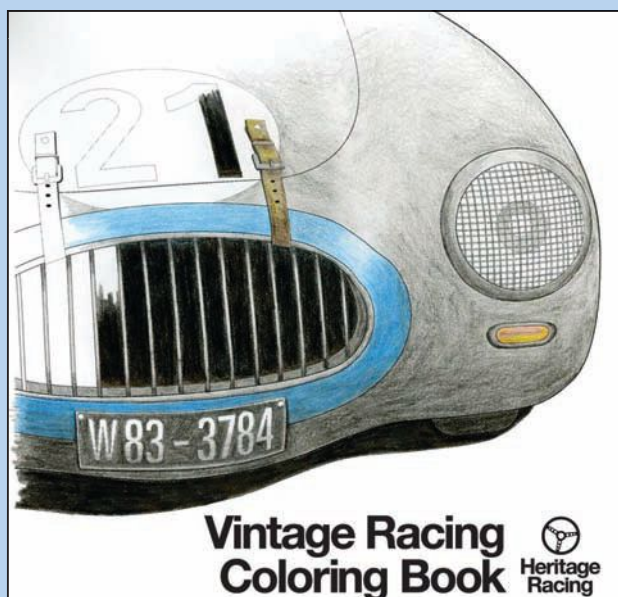


### VOLKSWAGEN T1 KLEINSCHNITTGER CARRIER»

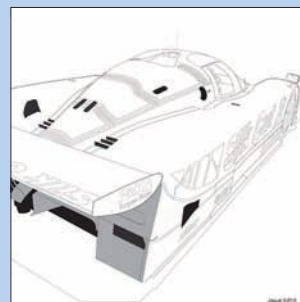
What would happen if a Volkswagen bus and a couple of microcars were combined in scale form into an explosion of cuteness? Thanks to our friends at Schuco, we now know, and we can hardly stand it. Schuco, whose tin toys amused your grandparents, has produced in 1/43 scale the famous VW Type 2 used to transport Kleinschnittger microcars from the factory to the dealer. (The model year isn't specified; Kleinschnittgers were built from 1950-'57.) All three models included are beautifully painted and exquisitely detailed. Naturally, at this scale, none of the panels opens. The VW comes mounted to a plastic base with a clear plastic cover, but you'll have to leave the cover off if you want to display it with its Kleinschnittgers. This is one model that we suspect will appeal to the sense of playfulness in just about everybody. Cost: \$109.99. **Contact:** Schuco; **Item #**SCH4503736; 800-639-1744; [www.replicarz.com](http://www.replicarz.com)



**SPEED, SITTING STILL»** The luxury exotic-car lifestyle can be all-encompassing, as much as your heart desires and your wallet will allow. Fans of the iconic Bugatti Veyron 16.4 and the ultimate Lamborghini Murciélago LP670-4 SV have a new reason to go to work in their home or penthouse office: Design Epicentrum's Racing Desks. This Polish firm offers two supercar-themed desks in its Sport Moto Design collection, and both are incredibly realistic, handmade pieces in fiberglass, metal and medium-density fiberboard that offer genuine four-drawer practicality. They're available in a wide range of colors that include orange, blue, white and gold, and the headlamps can be made functional for additional cost. The Bugatti desk is sized 78.75 x 63 x 31.5 inches, while the Lamborghini desk is sized 75 x 63 x 31.5 inches, and their prices include worldwide shipping. Cost: Bugatti desk, \$24,800; Lamborghini desk, \$15,800. **Contact:** 011 48 518780400; [www.designepicentrum.com](http://www.designepicentrum.com)



**KIDS OF ALL AGES»** The artful father-son duo of Jeff and Casey Maciejewski, they of Heritage Racing Apparel fame (The Goods, *HS&EC* #114), have created a new form of automotive self-expression for dedicated gearheads. Their Vintage Racing Coloring Book represents a fun and therapeutic way to hone your automotive art skills, coloring 12 intricate drawings of exciting cars representing eight decades and automakers ranging from Audi to Triumph. You'll want to grab your pens or markers, or sharpen your colored pencils (keep your eraser nearby, just in case!), and dive in. The 24-page paperback book features a heavy, matte-finished cover and measures 8.25-inches square. Cost: \$8.99. **Contact:** [www.etsy.com/shop/HeritageRacing](http://www.etsy.com/shop/HeritageRacing)







## FINLAND

## 1 Megawatt = 1,341 hp

Gasoline-fueled internal combustion engines are so passé in the exotic car realm, as even the “volume” supercar car brands of Ferrari, Porsche and McLaren have topped their lineups with plug-in hybrids.

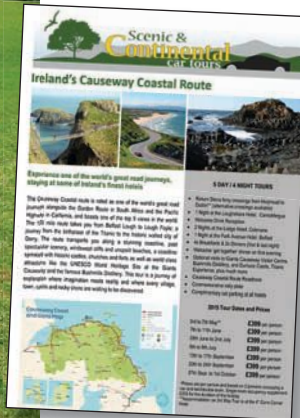
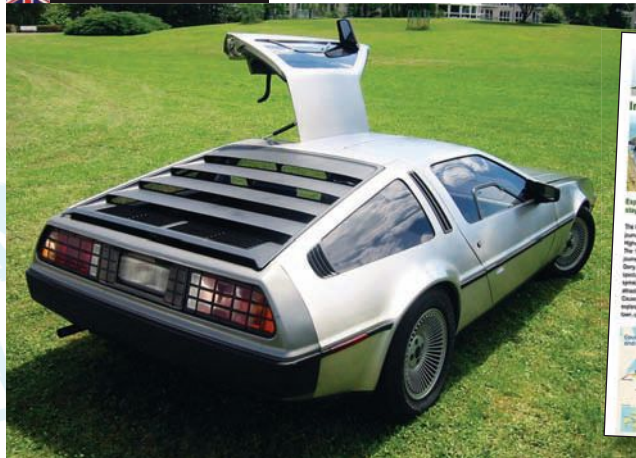
A Finnish firm called Toroidion—established just four years ago—stunned showgoers at the 2015 Top Marques event in environmentally-conscious Monaco, with their street-legal 1MW Concept.

This quietly attractive supercar, penned by former Jaguar stylist and Toroidion founder Passi Pennanen, gets its name from its power rating: 1 megawatt of electric output is equivalent to 1,341 hp, which puts even Bugatti’s quad-turbocharged, 1,200-hp Veyron 16.4 Grand Sport Vitesse on the trailer. The 1MW is powered by two 200-watt motors driving the front wheels and two 300-watt motors driving the rears, and is said to feature a scalable powertrain and a high-performance battery that can easily be replaced in a home garage. Details are forthcoming, and a prototype will be on display at Salon Privé.

Register your interest at [www.toroidion.com](http://www.toroidion.com).



## UNITED KINGDOM



## Northern Ireland's Coastal Route

Scenic & Continental Car Tours, led by Bob Cole, hosts numerous annual driving tours in the U.K. and Europe, and one of their most popular holidays in September is the Northern Ireland Causeway Coastal Route. Taking place between the 13th and 17th, this five-day, four-night, non-competitive driving event takes participants along a breathtaking 120-mile route around the top of Ireland, from Belfast Lough to Derry.

You'll drive your vintage-classic or modern-classic car onto the Stena Ferry at Holyhead, Fishguard, Liverpool or Cairnryan, make the crossing and spend the first night in Carrickfergus. The driving tours will take you past incredible scenery, and you'll enjoy fine hotels and meals. Optional excursions include the amazing Giants Causeway, the Bushmills Distillery, the Dunluce Castle Titanic Experience, the Dark Hedges forest and more.

Included in the £399 (\$621) cost per person (sharing a car and double occupancy room) are return ferry fare, four nights' hotel stays, four breakfasts and two dinners, as well as a Causeway Coastal Route Roadbook and commemorative rally plate. Get details at [www.sceniccartours.com](http://www.sceniccartours.com).

## CHINA

## De Tomaso heads to China

*Automotive News Europe* has reported that a Hong Kong-based consortium of Chinese automakers going by the name “Ideal Team Ventures” purchased the De Tomaso brand for €1.05 million (\$1.18 million) this past May. The company, founded in 1959 by Argentine-born Alejandro de Tomaso, entered bankruptcy in 2004, and has been bought and sold since, having recently been purchased for €2 million (\$2.25 million) by the Swiss investment group L3 Holdings, an organization that was subsequently investigated for not honoring its financial commitments.

De Tomaso's new owners reportedly plan to build and market De Tomaso automobiles in China, leaving the fate of the Turin factory and its 800 workers in the balance.

*deTomaso*



ITALY

## Lamborghini's Heritage Preservation

Lamborghini is expanding its services targeted to owners of its older models under the newly announced "Lamborghini Polo Storico" banner. The "Archivio Storico Lamborghini" offers documentation on models, technical diagrams, paint color samples, leather upholstery swatches, images and copies of all company publications. A new certification program will document the originality of cars and components. And while the group will maintain spare parts inventories for classic Lamborghinis, its most ambitious offering will be complete restorations—using original materials, parts and processes—of vintage models. Those wishing to take advantage of restorative or certification work will need to get their Lamborghini to Sant'Agata Bolognese, Italy.



From Lamborghini's perspective, the importance of its Polo Storico department extends beyond its contribution to the company's bottom line. In the automaker's own words, the new group "emphasizes the importance of preserving its broad heritage and unique knowledge." As has been the case with the classic-centric divisions of other high-end automakers, Polo Storico will likely enhance Lamborghini's image among collectors, too. —By Kurt Ernst

UNITED KINGDOM

## Salon Privé at Blenheim Palace

The 18th century baroque masterpiece of Blenheim Palace, famously Winston Churchill's birthplace and home to the 12th Duke and Duchess of Marlborough, will now be home to the posh automotive extravaganza that is Salon Privé. The 2015 edition of this luxury lifestyle event, to be held on the palace's South Lawn from September 3-5, will mark its 10th

anniversary. This year's Salon Privé will feature a new "Speed & Style" supercar competition, as well as the popular Chubb Insurance Concours d'Elegance, Boodles Ladies' Day and the EFG Art and Memorabilia Fair.

Learn more about the host location at [www.blenheimpalace.com](http://www.blenheimpalace.com), and purchase tickets to attend the various sub-events at [www.salonpriveconcours.com](http://www.salonpriveconcours.com).



MAX EAREY







## 1960 Saab 93F

Dave Rosser

Richboro, Pennsylvania

**Y**our photo of a Saab 93 at Le Mans ["From Brooklyn to the Sarthe," *HS&EC* #114, page 58] triggered many memories. We did not enter our 93 in the 24 Hours of Le Mans, but we did give it a 26-hour test from central Texas to Indiana, and then on to Pennsylvania.

In the spring of 1960, I was near the end of my military service at Fort Hood, Texas, and I needed an economical machine to get myself, my wife, and a three-month-old baby to Pennsylvania. We looked at and tested a Renault Dauphine (remember them?), a Morris Minor, and a really oddball orphan at the multi-brand dealer, a Saab 93F.

They all would be quite a change from our pre-military machine, a 1948 Ford V-8, but our final choice was the 750-cc, three-cylinder Saab. Brute power!

We were near the time to take the trip and needed some modifications. Neatly cut cardboard and duct tape created a tray that fit into the open glove compartment and would hold two baby food jars, a bottle, and a spoon; no stopping just because the baby was hungry! The space between the back seat and the backs of the front seats was filled with precisely fitting cardboard boxes and covered with a blanket: a rolling crib/playpen/changing table!

We were ready, and then Problem #1 appeared. (I had learned in Basic Training, however, that there was never a problem; it was a "leadership opportunity.") The problem (ldr. op.) was that one of the spark plugs had cracked and I now had a two-cylinder, 500-cc Saab. The nearest dealer was in Kansas, and my military leave started in a few days. A quick visit to a local auto parts dealer with a counter man who had been around cars for many, many years gave him a chance at leadership. A spark plug intended for a Ford tractor was the same size and approximate heat range, but the reach was too deep. Several washers allowed the plug to operate and not hit the piston crown. It

was only when we reached Pennsylvania that I opened the hood and saw the three oily streaks from each plug across the cylinder head and down the side of the block; unsightly, but functional. Probably would never work on a modern electronic control system.

The second opportunity came early in the trip. We hit heavy rain and thunder near Norman, Oklahoma. As we went into the town center, we noticed that the area looked like a lake; it was! Waiting for the center of Norman to drain might take a long time and really screw up our timetable. At this point, a local policeman pulled up and was curious about us sitting there watching the water. After we explained our problem, he offered to lead us through the high spots to the other side of the lake. Our parking lights were under water, a perfect bow wave spread out on each side of the car and the exhaust sounded like an outboard, but we made it. Days later, in Pennsylvania, we were advised to get rid of the distributor cap because "those original ones don't like water and they crack and short out." Now we find out.

The third leadership opportunity had to do with refueling a two-cycle car. The standard procedure was to pour in one quart of oil and add eight gallons of gas. Fill the tank, and you have the proper

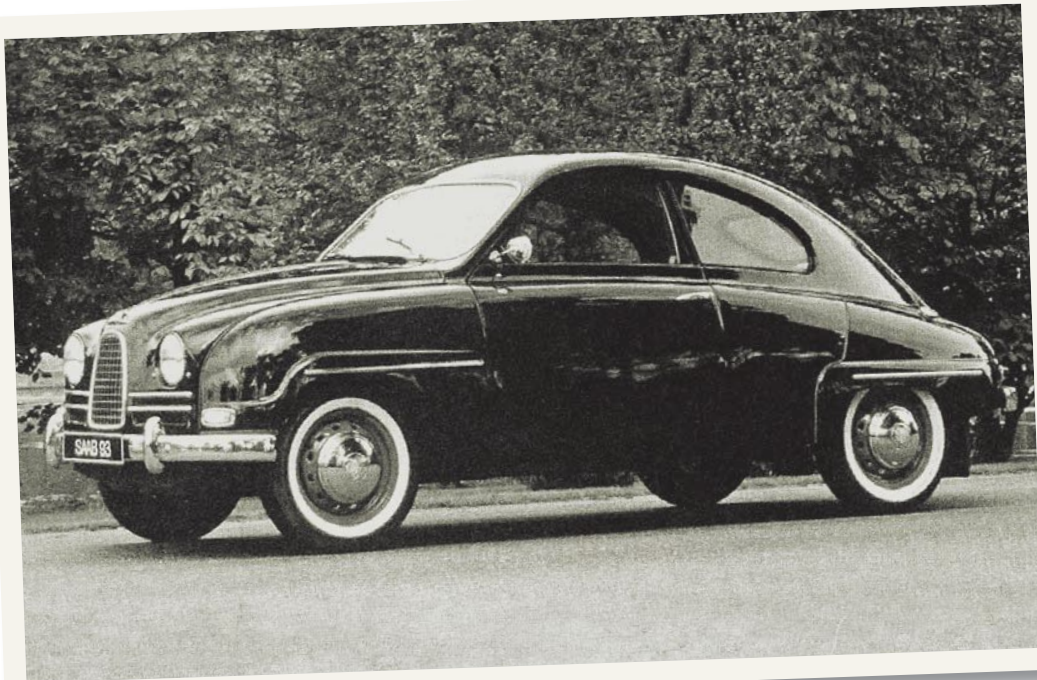
mixture. But, what happens when you are driving all night and need fuel, but not a full tank? Easy, you get two empty pint Mazola Oil bottles, clean them out, and refill with Saab motor oil. Then, about 2 a.m., in the middle of Oklahoma, you tell the attendant to put one bottle of Mazola oil in the tank and add four gallons of gas. You had to repeat the instruction, after questions like, "Sir, are you sure you want me to put Mazola oil in the gas tank?" After assuring him that you do this all the time and the car runs great, you are on your way. I always wondered if the young guy tried it on his Chevy; I hope not.

Are cars better today? Yes. Are they as much fun as driving a 93F across the U.S.? I don't think so. 🌐



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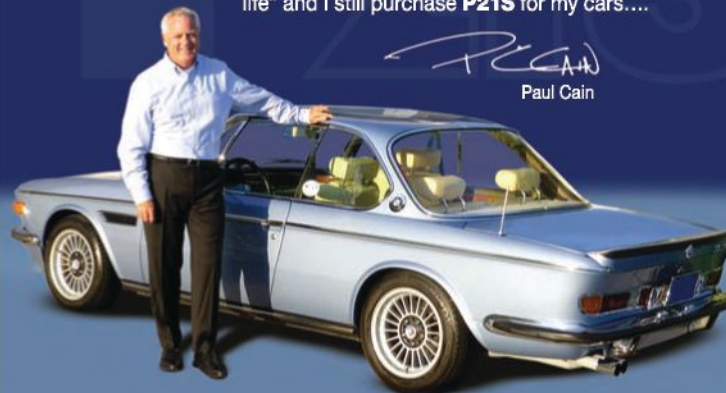
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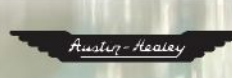
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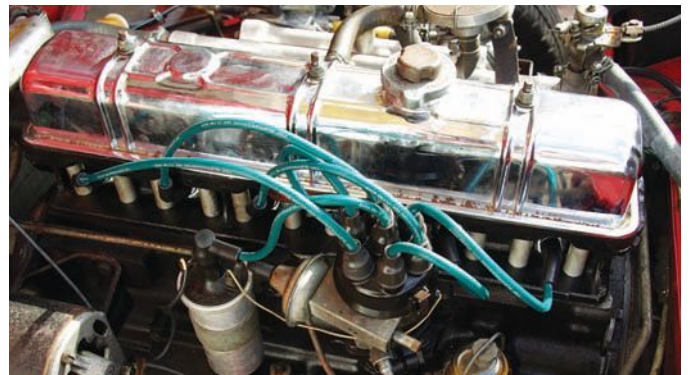
Photo by David Stuursma at 502 Auto Club of Louisville, KY





RICHARD LENTINELLO, EXECUTIVE EDITOR  
**1967 GT6**

## TRIUMPH



I recently went to start my GT6, intending to get it registered, when gas started pouring out of the Stromberg carbs; not good. So I ordered a pair of rebuild kits and took the CD150s apart for a thorough cleaning. First, I checked to see if the plastic floats were taking on fuel, which would cause the fuel level to rise, and thus cause flooding; they weren't. So during the rebuild, I made sure to set the float levels as per the shop manual, and then precisely adjusted the jets as advised; even set the throttle screws using my Uni-Syn synchronizer.

Twisting the key, she started right up, but the engine just wouldn't accelerate at speed without hesitating. Then I reset the timing to 13-degrees BTDC, set the points, lubed the distributor

shaft and installed new spark plugs after precisely gapping them at .025 in. She ran much better, but not perfectly. Then the carbs started leaking again, so I took them apart again and readjusted the floats. Better still, but not without minor hesitation. Arggg....

Thinking that the Florida heat had caused the valves to tighten up, I reset the clearances and found two valves too tight. Then I replaced the old spark plug wires with a new set of quality wires, making sure to coat each connection with dielectric grease. Then the battery died.

So using the battery from my Volvo 142S, the little Triumph fired right up and ran the best it has run in a really long time. Next up: installation of electronic ignition.

MARK J. McCOURT, SENIOR EDITOR  
**2000 C70 COUPE HPT**

## VOLVO



It was probably three or four years into the ownership of my C70 Coupe that it would sporadically act odd when I'd go to start it. I would turn the key in the ignition, and the car would fire, run for a second, and immediately die. It would then crank over like it wasn't receiving fuel or spark. This happened so infrequently—and the car would always start after a short waiting period—that I simply ignored it.

A couple of years ago, I investigated the phenomenon and

learned that, more than likely, the cause was a failing immobilizer antenna ring. This component is integral in the car's anti-theft system; it surrounds the ignition barrel in the steering column and tells the ECM that the car is being started by a key with the correct computer chip. It's not an expensive part to source, an OEM replacement costing roughly \$60.

I'd noticed that the issue was happening more frequently last summer, and again when I pulled Greta out of winter storage this spring. I was embarrassed when the car took four or five tries to start, when I was attempting to leave the eEuroparts Open House event in Connecticut in late April, and decided I'd had enough. A bit of online research turned up Robert Spinner's hugely helpful YouTube instruction video on this very topic ([www.youtube.com/watch?v=xQ8Gl1NmjX4](http://www.youtube.com/watch?v=xQ8Gl1NmjX4)), and since replacement literally involves undoing three Torx screws to free the lower steering column, a bit of wiggling and a fingernail to release the unit's clip from the wiring, I knew that even I could handle it.

Installing a new immobilizer antenna ring took about 10 minutes, working carefully to avoid damaging anything, and the car has started first time, every time, since. Amazing to think that we're coming up on 10 years (and 40,000 miles) together!





## STAFF MEMBER VEHICLE

## RUNNING

✓ YES  
✗ NO

.....  
RICHARD LENTINELLO, EXECUTIVE EDITOR

1955 TRIUMPH TR2	✗
1960 TRIUMPH TR3A	✗
1967 TRIUMPH GT6 MK 1	✓
1968 TRIUMPH SPITFIRE MK 3	✗
1970 VOLVO 142S	✓
1990 BMW 325i CONVERTIBLE	✓
2013 MINI COOPER	✓

DAVID LaCHANCE, EDITOR

1968 ROVER 2000 TC	✓
1970 ROVER 3500S	✗
1987 BERTONE X1/9	✓
1978 TRIUMPH SPITFIRE 1500	✓
1989 VOLVO 780 TURBO	✓
1993 MERCEDES-BENZ 190E 2.3	✓

MARK J. McCOURT, SENIOR EDITOR

1980 MG MGB	✓
1991 SAAB 900 S	✓
2000 VOLVO C70 COUPE HPT	✓
2013 VOLVO C30 T5 R-DESIGN	✓

NANCY BIANCO, MANAGING EDITOR

1967 VOLVO 122S WAGON	✗
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J. DANIEL BEAUDRY, MANAGING EDITOR

1971 MG MGB	✓
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TERRY SHEA, ASSOCIATE EDITOR

1969 SUNBEAM ALPINE GT	✗
1974.5 MG MGB	✗
2002 BMW M COUPE	✓

JEFF KOCH, ASSOCIATE EDITOR

2002 SUBARU IMPREZA WRX	✓
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## Assumed identity

Can you spot the British car? Alas, Blaine Hunsaker of Brigham City, Utah, writes that, even after giving his Mazda Miata a Group 44 makeover, he still hasn't been able to gain entry to his local British car club. "And yet," he writes, "if Triumph had been able to go on, the TR9, TR10, TR11, etc., may have been something like the Miata."

"These British sports car people seem to be purists about loyalty to the heritage of their marque (like Craig Welk here,

with his beautiful MGB)," he adds, we're guessing with tongue in cheek. "Maybe if I rebadged my Miata into what some call the greatest British sports car ever, the Lotus Elan! How about changing it to green with yellow stripe, or black with gold Player Special trim?"

Hmmm... has it been done already? If you've Anglicized your Japanese roadster, we'd love to see a photo or two. Our addresses are at the bottom of the page.



## TLC for an LBC

Needing a retirement project, subscriber Arie Vander Pol of Turlock, California, bought this Triumph Spitfire Mk IV in 2012. In addition to giving the roadster a nickname—"Victoria," after the queen, you know—he's gotten to work tending to the car's needs. "It needed a lot of TLC. I've been slowly cleaning, fixing, replacing, etc., all the things that need to be done to a 40-plus-year-old machine, and consider it a rolling restoration," he writes.

The outdoor shot was taken after Arie had installed a new clutch, his first time tackling such a job. "What you don't see in the picture is the missing tunnel cover over the transmission, because I didn't want to have to take it back out again if something wasn't right. Surprisingly, everything seemed to work okay. Quite the thrill, seeing the pavement rushing by through the hole in the floor and the propshaft spinning merrily away about 6 inches from my right knee cap. What's that saying, 'Out of sight, out of mind?'"

The indoor shot shows the result of rubbing out, polishing and waxing the paintwork; the wheels have been powder-coated, too, and new tires mounted. "It's amazing how much better they run when they're cleaned up," Arie notes.

Want to see your car on this page? Email one or two good, clear digital photos and one or two paragraphs about your car to [dlachance@hemmings.com](mailto:dlachance@hemmings.com), or tuck the story and photos in an envelope and mail them to *Hemmings Sports & Exotic Car*, 222 Main Street, Bennington, Vermont 05201. Thanks!





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# Peter Morgan

The second-generation leader of Britain's traditionalist automaker

BY JIM DONNELLY

Countless people have drifted into the world of sports cars. Peter Henry Geoffrey Morgan was literally born into it, having been delivered in his family's house in Malvern Link, right next door to the Morgan factory, in 1919. He would inherit the company founded by his father, H.F.S. Morgan, and guide it through a period of transition—a relative term, to be sure, because Morgan, the car and the company, were all about limited production, traditionalism, and quality assembly using ancient craft methods performed by artisan-level employees.

For either a shop worker or an executive like the junior Morgan, Malvern Link was a great place to work. The assembly of Morgan cars, in all their iconoclastic glory, proceeded at a steady but unrushed pace. It's the way Morgan was meant to be. After local schooling and a sort-of apprenticeship of watching and learning at the factory, Peter Morgan studied drafting and engineering at the Chelsea College of Automotive and Aero Engineering, graduated with distinction, and then joined the Royal Army Service Corps as World War II broke out, running military workshops in Freetown, Sierra Leone, and in Nairobi, Kenya.

He formally joined the family business in 1947, at a time when the most traditional of Morgans, the three-wheelers, were experiencing a sales drop as they faced low-priced competition from the likes of MG and Triumph. His response was to shepherd the development of the first "modern" Morgan—another relative term—the 4/4, so named for its four wheels and four cylinders. As fans of Moggies know, it still made use of traditional construction techniques, including ash framing. No matter what its competi-

tors were doing, Morgan, the company, knew what its customers expected in their cars. Peter Morgan remained true to that ethic as the three-wheelers departed into history. Next came the Morgan Plus 4 of 1951, which adopted both 2.0-liter power and the semi-streamlined body shape familiar to fans today.

H.F.S. Morgan died in 1959, and Peter assumed control of the company as its chairman. The rise of better-equipped sports cars from a variety of competitors, with such niceties as roll-up windows, prompted him to create a new Morgan, the Plus 4 Plus (seen below), a closed coupe with a fiberglass body that wasn't especially well received by the Morgan purists. Unfazed, Morgan then introduced the V-8-powered Plus 8, a huge success that anchored the company's lineup for more than three decades.

"Huge" is yet another relative term when you're talking about the Morgan world. Despite a diehard customer base, production plodded along at maybe 1,000 cars per year, many of them exported. Peter Morgan declined to depart from the traditional way of building cars, and enthusiasts responded with loyalty. Not only that, but as other British automakers were roiled by labor strife, the Morgan factory remained a collegial, copacetic work environment.

A Morgan automobile is one of the dwindling number of constants in this world. Producing cars using old-fashioned methods was a perfect career fit for Peter Morgan. He was active as a live-steam model railroader, was enthusiastic about philately, and was deeply involved in animal rescue and welfare programs. In 1999, he passed control of the family business over to his son, Charles. Peter Morgan died in 2003. 🌐







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# Picture This

A few of our favorite photos from the first decade of *HS&EC*

BY *HS&EC* STAFF

**W**e at Hemmings are a pretty fortunate bunch, in that we get to escape from the office from time to time to experience some wonderful cars, and meet some remarkable people. What makes this work even more fulfilling is that we get to share those experiences with you through our photography. We want to make you, our fellow enthusiasts, see what we saw, to feel what we felt.

By rough calculation, we've presented well over 700 four- to eight-page photo features in this magazine since its launch. That equates to about 8,500 photos published, out of probably 20 times that number taken, under all kinds of circumstances. Getting the best possible photo often means rising before dawn, or getting home well after sunset, or dealing with unexpected obstacles and situations. You never know what you're going to run into on location.

In celebration of our 10th anniversary, we asked the editors whose feature work regularly appears in this magazine to choose just one of their favorites — picking one absolute favorite was beyond impossible — and to share with you a little bit about the circumstances that led to those photos being just the way they were. We're proud to showcase their work here, and we hope you enjoy it. 🌐



## CAMERA SPECS

**Model** Canon EOS 50D

**ISO** 100

**Exposure** 1/160 sec

**F-stop** f/14

**Focal length** 35mm

**S**unshine is generally the order of the day, particularly in Tucson, where this image was shot in April 2010. But the day I came to town, I followed some fairly dark clouds—they were headed east, and the setting sun boogieing down the Western sky behind me (well, off my left shoulder) threw down a remarkable quality of light. Everything in the foreground was, if not sun-drenched, then warmly lit, and the cloudy sky that made up the background was a sullen dark blue-gray—as if someone didn't bother to turn on the lights back there. With the background disappearing for all intents and purposes, it made the car in the foreground pop that much more. Very dramatic. Entirely accidental.

It was this sky, and my desire not to lose it, that dictated the rest of the shoot: The local plant life was greener than usual, thanks to the previous day's rain, the sky was a dark blue and really helped the Guards Red 930 jump off the page. Not having the time to scout wide-open areas, come back, get the car and drive back out to the location before the next cloud bank came along to kill off this remarkable lighting, this shot was in the middle of the street in the car owner's development, just across from his home. Also helping: The 17-35 lens I was using at the time gives just a hint of fisheye to a car whose soft curves respond well to such a treatment. It was in a bit of a panic in the moment, but I rolled the dice and came up Yahtzee.





**B**efore we launched *Hemmings Sports & Exotic Car*, the editor and I took a number of content-seeking trips around the region to build up the magazine's files, and one of our more fruitful trips took place in August 2005. Our first stop was Connecticut, where I photographed Mitch Eitel's jewel-like 1956 OSCA MT4-TN; happily, one of my shots of Mitch driving the OSCA was chosen for the issue #3 cover. Our next visit was the shop of SU carburetor specialist Joe Curto, in College Point, Queens, and our ultimate destination was the North Fork of Long Island, where we met Corey Sherman and his beautiful Italia 2000.

It was a hot, hazy afternoon, and low clouds combined with the salt air over the Long Island Sound to produce gorgeous diffused light. We went to the local airport where Corey stored the car, and were delighted to have a section of the place to ourselves. Sea breezes blew the tall grass that stretched to the horizon; the road ringing the field was smooth and wide, perfect for car-to-car action. And of course, the subject—that Michelotti-designed, Vignale-built coupe, with its deep black paint and artful detailing—was poetry. That car, the light, and the setting transported me elsewhere, maybe to England, or even Tuscany. I could have stayed there until the sun was gone, but we had to rush to catch the last ferry at Orient Point.

This was one of those rare shoots where everything came together perfectly, but like many "perfect moment" experiences, it couldn't be duplicated. When David went back to photograph Corey's 1963 GTR4 Dove in 2011, he found that section of the airport had been fenced off and was no longer accessible. Our 2005 experience was truly unique.

#### CAMERA SPECS

**Model** Canon EOS

Digital Rebel

**ISO** 100

**Exposure** 1/60 sec

**F-stop** f/9

**Focal length** 35mm



# Terry Shea

 1967 MERCEDES-BENZ 230 S “HECKFLOSSE”

Issue #104, April 2014



## CAMERA SPECS

**Model** Canon 5D  
Mark I

**ISO** 100

**Exposure** 1/50 sec

**F-stop** f/10

**Focal length** 65mm

Cars move. It's what they do. It's why we buy them and it's how many of us enjoy them. Perhaps it's my overall lack of patience, but I almost always prefer to take photos of cars in action rather than fussing around with finding an appropriate location and waiting on the sun to do me any favors. Some automotive designs look pretty damn righteous just sitting still, but every car looks better to me when it's on the road.

Michael Maddalena built a brilliantly fun, rally-inspired car from a lovely and highly original 1967 Mercedes-Benz 230 S. On a cool, fall morning in October 2013, editor David LaChance and I met Michael at his home in northwest Connecticut. After taking our obligatory “beauty” and detail shots, we hit the two-lane blacktop not far from his home for some action shots. Instead of our usual method where we shoot from one car driving alongside the subject car (with a third person driving the photo/chase vehicle, of course), I shot from the rear of one of the Hemmings Ford Flexes, safe and snug in the well behind the third row with David at the wheel.

The picture might not show it, but Michael was a few feet off the bumper at about 30 to 35 MPH. Also, despite the shot being taken before 10 a.m., the sun was already beginning to be too bright, particularly for such a light colored car. Fortunately, there were just enough leaves on the trees to cut the light a bit—and from the angle I shot the car, the mottled pattern the trees' shadows often leave on the car was of little concern. Most fortunately, the freshly fallen and colorful New England leaves blew around in a way that really seemed to speak to the car's rally intentions. Mission accomplished.





**T**he skies were threatening rain the morning that George Baxter Jr. and I met up to photograph his freshly restored 1960 Austin-Healey 3000 BT7. It was the day of the 2012 British Invasion car show in Stowe, Vermont, and George and I had made plans to photograph the car before its appearance on the show's concours field. We met up a little before 7 a.m., and found a suitable site, with Stowe's rolling hills as our backdrop.

Anxious about the weather, I worked quickly to get the photos I needed—a variety of three-quarters views from the front and rear, and a few dozen shots of the interior, the engine and other details. I then suggested that we get some photos of the car in motion.

Switching to my 55-200mm zoom, I tromped into a neighboring field, a few yards from the roadway. As George made a few passes, I fired off about two dozen pan blurs, turning to keep the Healey in the center of the viewfinder. With a fixed shutter speed of 1/60 of a second, I hoped to get a crisp photo of the car against a blurred background for that feeling of speed.

What I didn't know was how little gas there was in the Healey's tank. After his fourth pass, the car sputtered and died. George rolled into a driveway just as the rain started to fall. We climbed into the Hemmings van and raced into town for a can of gas.

Pan blurs, for me, are always a roll of the dice. I liked the way this one turned out, with the reflected light tracing the car's curves, and the blurred vegetation and early-morning light creating a feeling of adventure. George looks the picture of confidence behind the wheel, too—though he was probably thinking about his gas gauge.

**CAMERA SPECS****Model** Nikon D70**ISO** 200**Exposure** 1/60 sec**F-stop** f/11**Focal length** 62mm





## CAMERA SPECS

**Model** Pentax K3

**ISO** 800

**Exposure** 1/320 sec

**F-stop** f/4.5

**Focal length** 300mm

**W**hen photographing old cars, especially ones from East Germany, you just never know what will go wrong. After convincing the lovely Rocky Grady of Palm City, Florida, to have her beloved EMW—aka Emma—photographed for Hemmings, we made arrangements to meet at her spacious garage where she keeps her collection of significant sports cars, which her husband, Henry, maintains for her. Evidently, Henry failed to make sure the battery was sufficiently charged, because as soon as we took the EMW outside, it failed to start. Poor Emma.

So instead of driving the car to a proper photo location, I was forced to photograph it between two commercial buildings. Literally 10 feet in front of the car was a tall chain-link fence, and behind it was a commercial building on one side and a car lot on the other. But once we pushed the EMW back and forth several times until it was in the “right” spot, no one would be the wiser as to where it was photographed. Oh, another 10 feet behind the car was a busy two-lane road, so I not only had to shoot between the small opening of a fence, but had to keep waiting until the traffic passed to get the proper shots.

So with the late afternoon sun low in the sky, I used my Pentax K3 camera and fixed 300mm lens to create the shot you see here. I actually stood about 150 feet back from the car, and used a low tripod to keep the camera as steady as I could with the slow shutter speed that I prefer. And with the f-stop set at 4.5, the shallow depth of field really made the car stand out, thus enhancing the EMW’s flowing shape.



**CAMERA SPECS****Model** Nikon D300**ISO** 200**Exposure** 2 sec**F-stop** f/5**Focal length** 42mm

**N**early by accident, I learned that Denise McCluggage was going to be at the Larz Anderson Automotive Museum in Brookline, Massachusetts, just as I was assigned to do a profile of her for the magazine. Gear in hand, I headed down to the Boston area, and spent time with Denise before she addressed a forum. I was trying to find an appropriate place to do a full-page image, and decided to pose her amid the museum's collection of front-engine racing and sports cars. I attached my Nikon D300 to a tripod and used a slow shutter speed and available light, no flash. This photograph was the result, with Denise helping out by remaining absolutely still while the shutter was open. After I downloaded it, I realized that she had been standing in front of a placard with the word "dame" on it; the museum occupies a sprawling former carriage house. That word means a

poised, worldly and intelligent lady of great accomplishment, which certainly applied to Denise.

We spoke later, and she recounted her life growing up in Kansas, acquiring a real education, and plunging into journalism and road racing, both of which were decidedly male-dominated activities at the time, after she met Briggs Swift Cunningham. She overcame sometimes-overt discrimination and embarked on a career that took her to Europe, and allowed her to rub elbows with the giants of international motorsport. Denise became an award-winning published author, a highly skilled photographer, and founded a motoring magazine that still exists today. I was taken by the sharpness and speed of her wit, even at her advanced age. When she passed away in early May at the age of 88, I was saddened. We had lost a hugely talented link to racing's past. Talk about a life lived in full. That was Denise. 🌐







# Race on Sunday, Sell Two Years Later

The history of a privately imported  
**1968 Lamborghini Miura P400**, the 221st built

WORDS AND PHOTOGRAPHY BY JEFF KOCH





**F**ormula One's 100-lap event at Monaco in 1966, held (as ever) in May, turned out to be a significant event for multiple reasons. This race was the first event held under the new three-liter formula, designed to improve both power and the show itself. Monaco '66 saw the debut of the McLaren race team as well as the first use of the famed Repco V-8, in the back of a Brabham chassis. Scenes for John Frankenheimer's film *Grand Prix* were lensed in and around the event. It saw young Jackie Stewart win his second-ever F1 race in a war of attrition, as only four cars were classified as running at the end out of 16 starters—setting the record for having the fewest classified finishers in a single F1 race. (Two others were still running, but were so many laps down that the rules of the era did not recognize them as such.)

But for some, the significance of the 1966 Monaco Grand Prix lay in the significant pomp of the pre-game show. In May of 1966, a prototype Lamborghini Miura made a high-profile public appearance at the event, with development engineer Bob Wallace (Profile in Excellence, *HS&EC* #37, September 2008) behind the wheel. He drove it the 270 miles from Sant'Agata to Monaco due west on a route that traced the Mediterranean Sea, parked it alongside the other exotics at the famed Monte Carlo Casino, and drew an impossible amount of attention—even considering the other exotic machinery in the neighborhood. Ferruccio Lamborghini famously never started a factory racing program, preferring to make hand-built Grand Touring cars and leave the racing to Ferrari, so Wallace's parade laps around the famed street circuit during the kickoff to the year's Grand Prix calendar may seem slightly incongruous in retrospect.

But what better place to display Lamborghini's radical new mid-engined two-seater but in front of the captive, bucks-up audience who had the cash to burn on a car that cost more than a split-level Colonial home in middle America? The live crowd would—and did—eat it up: partly on the back of publicity-generating events like this, Lamborghini went from thumb-nailing a few dozen hand-fettled Miuras to full-scale production of 724 cars and production lasting clear through 1972, making the Miura the most popular Lamborghini ever in that marque's young life.

Among those sitting in the crowd for the 1966 Monaco Grand Prix was Clarence Kemp, an insurance broker from Salt Lake City, Utah. He watched Wallace piloting the Miura prototype around the narrow cir-



#### 1968 LAMBORGHINI MIURA P400

**Engine** 60-degree DOHC V-12, aluminum-alloy block and heads, two valves per cylinder  
**Displacement** 3,939 cc (240.4-cu.in.) **Horsepower** 350 @ 7,000 RPM **Torque** 262-lb.ft. @ 5,000 RPM **Compression ratio** 9.5:1 **Induction** Single electric Bendix fuel pump, triple-choke Weber 40 IDL 3C carburetors **Gearbox** Lamborghini five-speed manual transaxle, all-synchromesh **0-60 MPH** 6.7 seconds **Top speed** 174 MPH (estimated) **Overall length** 172.8 inches **Overall width** 69 inches **Overall height** 41.3 inches **Wheelbase** 98.6 inches **Shipping weight** 2,480 pounds

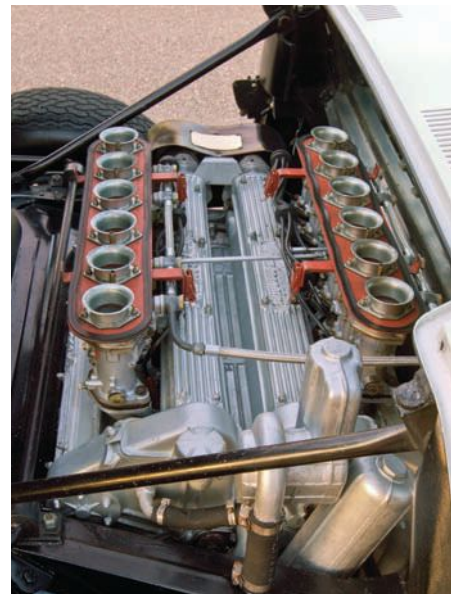
cuit, fell head over heels in lust, and decided on the spot that he would someday own a Miura of his own. Surely many dreamed of a Miura that day, but not all wrote a check for their own to take home; it took a few years, but Kemp, to his credit, made it happen. Second (and current) owner Jim Unsworth, of Mesa, Arizona, picks it up from here. "The story goes, he found the car (new at a dealer) through an ad in *Road & Track* magazine and had it shipped from Italy to Los Angeles; he picked the car up there, and drove it home to Salt Lake City." Though we couldn't locate the ad in our *R&T* collection, overseas brokers could often sell cars significantly cheaper than the factory-authorized distributors, so going the "gray-market" route made some financial sense, and doubtless brought the Miura within Clarence's reach far more quickly.

However it arrived on American shores,

this is the 221st Miura built; with two built in 1966, 108 in '67 and 153 in '68, the production number corresponds with a mid-1968 build. Records indicate that it was painted white when new—not necessarily the color you'd normally associate with the Miura; yellow, orange and red are among the brighter hues that combine with the Miura's legendary lines to create a can't-stop-looking-at-it kind of machine. Yet of the 762 Miuras that Lamborghini built, roughly 100 were painted white, with the majority of these before the SV upgrades were introduced later in the run.

Something that does not correspond? Factory records indicate that this car was to have a mustard (or "skay senape") interior. Clearly, this is not the case, judging by our photos, and Jim insists that the current black vinyl interior was born with the car. "Lamborghini is somewhat famous for





having lots of errors in their record keeping," he explains. "I have communicated with two people who have known the car since it was new, and it has always had a black interior. For some reason, the body number was 100 more than the build number, so my Miura's body number is 321, with a build number of 221. The next car in the build sequence was #222, which has a black interior in the records. But some of the components in my car—the seats, for instance—have faint chalk markings that read '322,' suggesting that my Miura has the black interior meant for the next car. Personally, I think these two cars got their interiors mixed up and my car got the black interior."

The car remains European-spec—gauges in Italian, metric markings. Only a pair of seatbelts, probably to make it DOT-compliant, were installed and bring it out of the realm of absolute-factory correct.

"There weren't a whole lot of safety and emissions standards out there in 1968," Jim surmises. "DOT probably gave him a pass, since safety and emissions were new, but I believe that they made him do something to help federalize his Miura, and seatbelts were that concession."

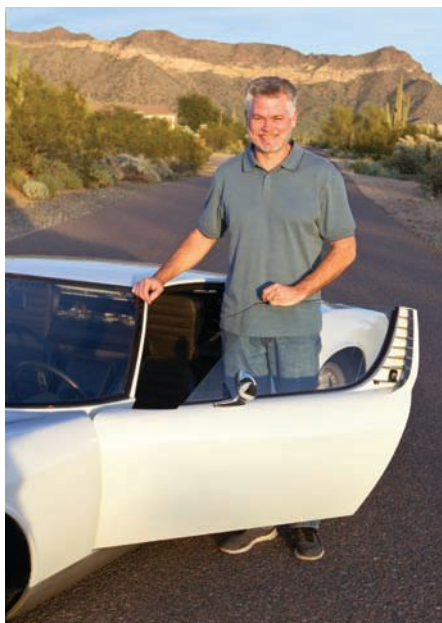
And both Clarence and his Miura lived in Salt Lake City the rest of its life. You'd think that the coasts would be a hotbed of Miura activity, as it was (and is) for so many imported sports cars, and that Salt Lake City would be lonely for a Miura owner. Not so, claims Jim: "There were six of 'em running around town in those days!" Clarence loved and babied both his Miura and his other pride and joy, a silver Mercedes 300 SL Roadster. "Rumor has it, the dent in the Miura's nose came when Clarence was pulling the Miura into the garage behind the 300 SL, and he ran into the roadster's bumper over-rider."

**A transverse-mounted, mid-engined anything was exotic stuff in the mid-1960s, but a V-12 hiding under that flip-up engine cover was a game-changer and a mind-blower in equal measure. Three hundred and fifty horses makes for 7.1 pounds per horsepower.**

Clarence's Miura made an impression on plenty of people, including one impressionable 16-year-old: "Clarence brought the Miura over to his brother's house once, and a teenager from two houses down saw it brand-new in '68 and fell in love with it—he still vividly remembers getting to sit in that car. He got to see it periodically over the years, and it never changed—never repainted, always in original condition. When Clarence was 85, in about 1999, he said that he wasn't driving the Miura much anymore, in part because it was too hard to get in and out of." But he still refused to sell. And when Clarence







*“It’s got most of its original paint (there have been a few touch-ups over the years), all of its original interior and no rust.”*

died in 2004, at the age of 90, his name remained on the title of both cars. In fact, the cars were even mentioned by name in his obituary! Clarence had driven his Miura just 41,000 kilometers—a bit over 25,000 miles—in the three and a half decades that he owned it.

For the next few years, the Miura was in a state of flux. Clarence’s daughter inherited it, put it up for sale, and then managed to throw all of the paperwork away—title, owner’s manual, receipts, all of it—shortly after he died. Then it was withdrawn from sale, and sat idle for another half-decade before she tried again. In a stroke of luck, the teenager who sat in that Miura back in ’68 was now a professional car broker, and knew Jim Unsworth was looking for some interesting high-end toys. Jim was the broker’s second call. “He left a voicemail with the first guy, then called me and sent pictures,” Jim recalls. “I was looking for cars to flip at that point, and this seemed like a good candidate, so by the time we hung up, we negotiated a deal. Good thing

**As you’d expect for a car that stands less than 42 inches tall, interior space is at a premium. (The new owner had to clean the previous owner’s hair goop off the headliner after purchase.) Once inside, most will find room, however. Seat belts were a DOT-mandated add-on.**

I did, because as we were talking, the other guy was trying to call the broker back, and was going to pay the full asking price. I beat him to that car by minutes.

“Then I had to call my wife and tell her what I did.” This, luckily, wasn’t the issue that it might have been in some households: “She’s seen how it works, so she was okay with it. I sold the other car I had, a Ferrari 330GT, to help fund the Miura.” It arrived in Mesa in October 2007. And, much to Jim’s relief, what arrived was very much what was advertised. “It’s got most of its original paint (there have been a few touch-ups over the years), all of its original interior and no rust. Even the original muffler is solid! Shortly after I got it, I installed what I believe is its third set of tires. Looking at the carbs closely, I don’t think they had ever been off the car. Overall it is very much a time-warped car.

“I had to sort a few things out when I

got it. We pulled it off the trailer and it wouldn’t start, but I had to go back to work, and so I just left it in the middle of my driveway all day! Turned out the secondary wire on the positive battery terminal was broken. There were some other things—someone replaced the fuel lines with the wrong size—the car quit running after a block or two because the line wasn’t making a good connection and was sucking air. The wiring under the bonnet was a mess—there were jumper wires that we didn’t need, so I straightened all of that out. There’s something in the interior showing a high electrical resistance, and there isn’t enough juice to get the headlight motors working. It’s all been little niggly stuff, repairing neglect from over the years.

“Oh, and I grenaded the clutch once. I took the engine to 8,000 RPM a couple of times, and on the third time I did it, the clutch let go at 7,000 RPM. Just the friction



**Backlight louvers covering the engine bay were the fashion when the Miura hit the scene, but that throbbing V-12 behind the cockpit is a prime piece of car porn that ought not be hidden from view.**



material came loose from the centrifugal force, but when it happened it sounded like a rod went through the block. My heart sank. That was the only time I had to call a tow truck. Luckily, I can get to the clutch by taking off a wheel, a brace and the cover. It's easy to get to—and now it has a Kevlar clutch to handle the higher revs."

Beyond chasing the odd electrical bugaboo, and sorting out that clutch, really all Jim has done is clean, maintain, and occasionally drive his Miura. "Really, it's simple by modern standards, but it's still complicated—there's 12 of everything. The Miura has two distributors, each has two sets of points, and the points each control three cylinders. So you have to check it four different ways for a tune-up. The carburetors have 12 idle mixture screws—messing around with one really makes little difference. With those 12 barrels to balance, there's a lot of back and forth for a tune-up." Jim's managed to find a secret, though he's not divulging anything beyond the idea that he "treat[s] it like two six-cylinder engines."

And there's the height issue. "Everything's so damned low, you have to crawl on the floor to do anything. You need a special

jack to get it up off the floor, and you roll around on the ground a lot when you're working on it."

Beyond that? "All I did was clean it. The headliner was stained from some sort of hair product that Clarence used [clearly not enough clearance for Clarence—JK], which came off easily enough. The rest was just a lot of detailing."

We mentioned that Jim bought Clarence's old Miura with the idea of flipping it. That was nearly eight years ago now; surely if he wanted to find a buyer, he could have done so by now. "The Miura was a car I always admired but never believed I'd own," Jim tells us. "I got it and decided that it was pretty damned cool; it didn't take long before I was plotting ways to keep it for myself. I prefer unrestored cars, and this one is perfect for me." What changed his mind? "Just look at it! It's gorgeous. There are a lot of subtle styling details, yet it's overall very simple and elegant. If you don't know what a Miura is, you don't know where the engine is just by looking at it; modern mid-engined cars are cab-forward, and the Miura follows the old front-engined design themes where the cab is far back. It doesn't look like a mid-engined car.

"The sex appeal is a lot of it, but it was also a technical marvel in its day—very advanced compared to anything else around, and compared to anything else I'd ever had. The five-speed transaxle, four-wheel disc brakes, four-wheel independent suspension, rack-and-pinion steering, monocoque construction... all of this was pretty exotic stuff in its time. Throw in Lamborghini's DOHC four-liter V-12, with four triple-barrel Webers, and it is literally the granddaddy of the supercar as we know it today." Today, Jim drives his literal granddaddy of the supercar as we know it whenever and whenever possible and practical, and has amassed another 8,000 kilometers on the odometer (about 5,000 miles) since taking possession.

"Race on Sunday, sell on Monday" is one of those advertising clichés that won't ever die, no matter how far removed the race cars become from what is available in showrooms. Whoever would have guessed that one of the most influential cars at the 1966 Monaco Grand Prix never actually turned a wheel in anger? 🌐











# The Elusive Cat

A long-ago hunt for an MG eventually led to something much rarer: an unrestored 1937 Riley Lynx

WORDS AND PHOTOGRAPHY BY DAVID LaCHANCE



In the late 1930s, Riley offered a dizzying array of models, each one an advanced, pulse-quicken machine that reflected its maker's well-known success in competition. For the family, there were four-door sedans like the Falcon, Kestrel, Merlin and Adelphi, models that were the biggest contributors to Riley's bottom line. For the dyed-in-the-wool sportsman, there was the two-seat Sprite. And for the family that relished traditional open-air motoring, there was the four-door Lynx tourer.

The 12/4 Lynx was the only open four-seat Riley in the catalog, the style having become somewhat passé as the decade wore on. It represented something of a rolling contradiction, too, the discomfort of its marginal weather protection contrasting with the driving ease provided by its competent chassis and its complex and costly Armstrong Siddeley pre-selector gearbox.

Despite its rakish looks, "this became kind of a lady's car, or a car for somebody who wanted a sports car and had a family," notes Mike Long, the U.S. contact for the U.K. Riley Register Club. "It was not a focus of their production—most of their bread and butter came from the sedans. Those were the models they took to the automobile magazines and tried to get them to road-test. The 12/4 Lynx, to the best of my knowledge, was never road-tested by any automobile magazine in the four years of production."

The 12/4 name refers to its engine, which had a taxable horsepower rating of 11.9 and four cylinders. Displacing 1,496

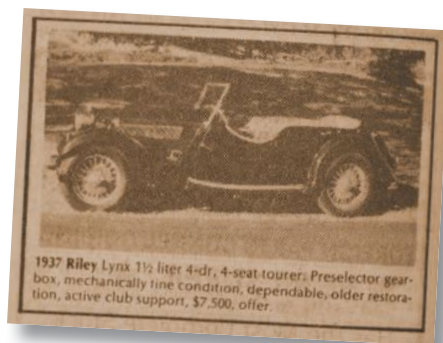


cc, it was based in part on the architecture of the hugely successful Riley Nine four-cylinder. Launched in late 1934, the 12/4 gave Riley a four in the important 1½-liter class for the first time since 1928. It joined a lineup that already had the 1,098-cc Nine engine, a pair of inline-sixes and a V-8—quite a variety for a company that was building less than 500 cars a month.

The new four was designed by Hugh Rose, who previously had been Riley's gearbox architect. Rose used a number of key elements from the Nine, such as the hemispherical combustion chambers and twin camshafts mounted high in the block. He modified the Nine's "hot-spot" induction system, which used exhaust gases to heat the intake manifold for a better flow.

The standard engine employed a single Zenith carburetor, and was good for 45 horsepower. For the buyer who wanted a bit more go, Riley offered a Special Series option, with twin carburetors, either Zeniths or SUs; this upped the power to 52 horsepower. Finally, speed demons could opt for the hotter, 61 horsepower Sprite Series engine, with its cross-flow-cooled cylinder head.

Riley designed and built most of its chassis in-house. In 1934 the frame design moved from un-boxed channel siderails to inside boxing, but by 1935 that reversed to outside boxing—which made them a bit less attractive where they showed. Mike notes that the new boxing was not seam welded, which had the undesirable effect of allowing water to get in and rust the chassis through. Twin diagonal cables provided further bracing. Initially, the Lynx



**Mike Long found the car through this 1988 ad in *Hemmings Motor News*. After seeing photos, he paid the full asking price.**

and Falcon rode on a 109-inch wheelbase, and from 1936-on, the Kestrel and Adelphi used a three-inch-wider track on a 112-inch length. (Just to further confuse things, there was also a Nine-based chassis with a 106-inch wheelbase, two unique chassis for the six-cylinder cars, and a chassis for V-8 and "Big" four cars!)

The 12/4, sometimes called the 1½ Litre, used Girling four-wheel drum brakes, its shoes actuated by steel rods. This took the place of an earlier brake system that used a single, continuous loop of steel cable that applied pressure evenly to all four wheels.

Before the 12/4 models were introduced in 1935, the nine versions of the Lynx and the four-window Kestrel saloon models were already well established, and so transitioned with some restyling. Joining those two was a new model, the Falcon saloon, which featured more upright styling that allowed for a more spacious interior. The following year, the six-window Adelphi saloon, Sprite two-seater and bargain-priced

Merlin sedan were added to the catalog, as was a six-window version of the Kestrel.

It was a remarkable array of chassis, bodies and engines from such a small manufacturer, and it goes a long way toward explaining why the company that Percy Riley and his brothers had built wound up in bankruptcy, falling into the hands of the Nuffield Organization in 1938, under the same roof as old rival MG. "They couldn't keep up with all the markets they were trying to chase, and complexity killed them," Mike notes. The range was significantly chopped back for 1939, and the Lynx was not part of it.

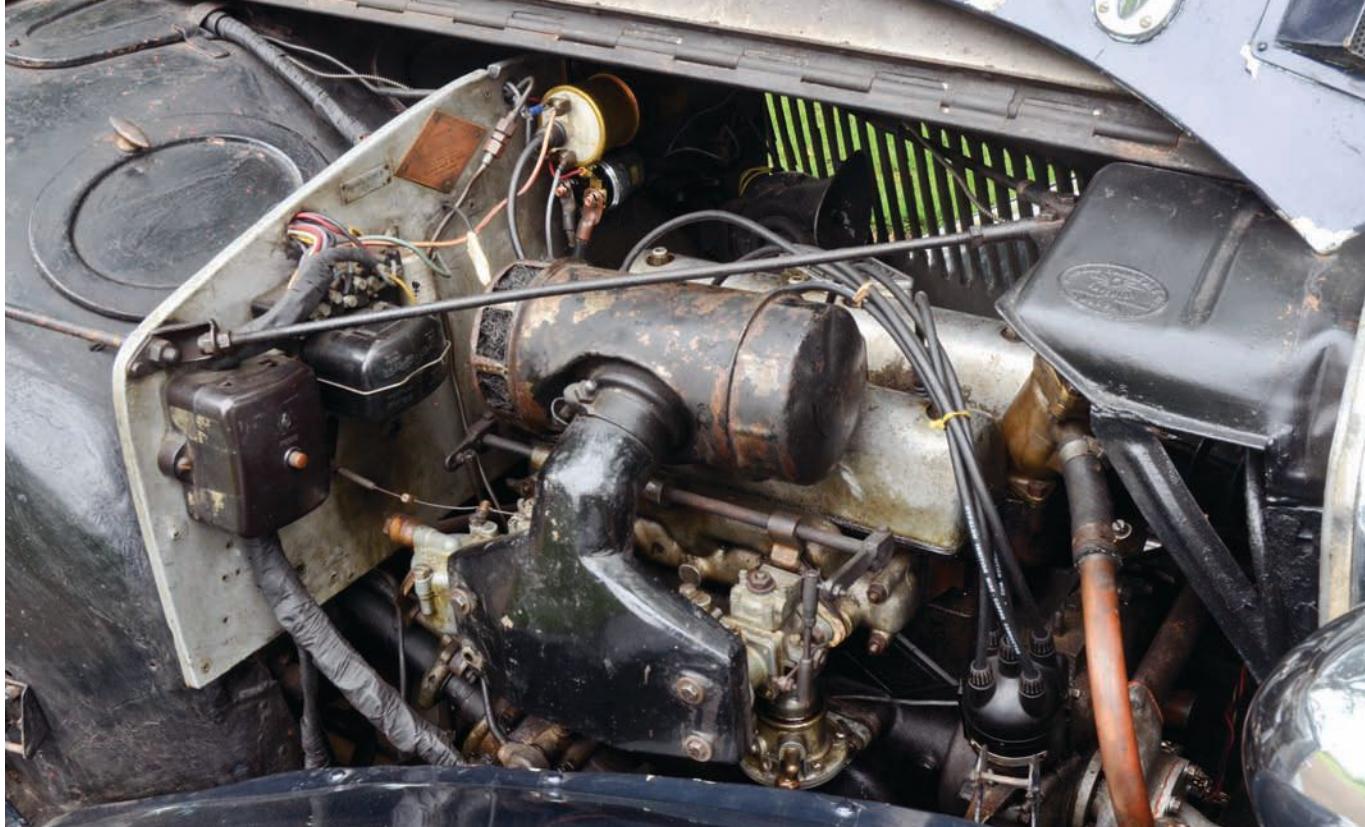
Even by Riley standards, the 12/4 Lynx sold in small numbers, perhaps 700 in all over its four-year run. It's highly likely you've never encountered one, unless you happen to travel in British car circles in Nashville, Tennessee, where Mike makes his home. He's the owner of the 1937 Lynx on these pages, and, as far as he knows, it's one of just four in existence in North America. Never mind British car aficionados—he's met Riley enthusiasts who've never encountered a prewar example from the marque before.

"It tickles me," Mike says. "It tickles me that a car that is so capable, so well-known in England, is virtually unknown to the American British car fan. It was such an accomplished company in so many ways, and almost nobody knows about them."

Mike got his introduction to Rileys back in 1974, after he had become fascinated with the MG TC, but couldn't find one in his price range. (The anachronistic sports car suited Mike's fondness for simple







The 1,496-cc inline-four is in Special Series trim, with dual Solex carburetors having taken the place of the original SUs or Zeniths. It still uses points, and has been a dependable runner; in 27 years, only its AC mechanical fuel pump has required attention.

#### 🇬🇧 1937 RILEY LYNX

**Engine** Dual-cam OHV inline-four  
**Displacement** 1,496cc **Horsepower** 52 @ 5,500 **Fuel system** Two Solex carburetors **Gearbox** Armstrong Siddeley preselector four-speed **Suspension** Solid axle, semi-elliptic springs **Steering** Worm and sector **Brakes** Girling four-wheel drum, rod actuated **Wheelbase** 109 inches **Length** 168 inches **Width** 59.5 inches **Curb weight** 2,460 pounds **0-50 MPH** 13 seconds **Top speed** 75 MPH



machines; he bought a Model A when he was 13, and still has it, 55 years later.) A friend told him about a neat old British sports car that was waiting to be scrapped, one that he could probably buy pretty cheaply. That's how he ended up with a \$600 1937 Riley Sprite project—which he still owns, and is currently restoring.

"When I bought it, it was because it was an English sports car that was cheap, and I knew very little about Rileys," Mike explains. Through another Riley owner he was introduced to the marque history by AT Birmingham, and was drawn in. "I'm an engineer, and I was very impressed with what the company was doing at the time. The twin-cam engines, their successes in

the GP races and at Le Mans. I thought, what a great company!" Looking for information that would help him to restore his Sprite, he joined the Riley Register and struck up correspondences with enthusiasts in the U.K. "Ultimately, I went over there in 1983 and saw many, many prewar cars and met the people, and I was in love. I was swept away."

Soon, he was looking to add a running Riley to his collection. He had sent off \$7,500 to a friend in the U.K., hoping that a suitable car might turn up in his price range, when he discovered an ad for a 1937 Lynx in the pages of *Hemmings Motor News* in early 1988. Mike asked the owner to send photos, saying, "If it looks as good in the

other pictures as it does in your ad, I will buy it for the asking price with no haggling." And then I concentrated on looking at the pictures, and getting my money back from England!"

Mike got a little help from his friends to get the Lynx to Massillon, Ohio, where he then lived, from the seller's home just north of San Francisco. As it happens, he was employed by Firestone, which each year sent a racing crew out to the NHRA drag races at Pomona Raceway in Pomona, California. The racing guys put Mike in touch with the right racers heading to and from Pomona. One Seattle contact brought the car to Parnelli Jones Firestone in Los Angeles, where it was stored until a friend





**Aside from a piece of carpet, the interior of the four-door tourer is as it was when Mike bought it. He drives it at least once a week, but can't say how many miles he's put on the car, because he's replaced the speedometer three times.**

of Mike's could drive it out to Pomona. From there, it would ride back east on a Cleveland-based racer's trailer.

"My friend drove it about 30 miles out to Pomona on the expressway, based on instructions that I gave him on how fast the car might go, how badly it might stall and how to use a preselector gearbox," Mike recalls. "He drove the car before I ever saw it, and called me to say that he loved it, and would I sell it to him?" Rileys can

have that effect on people.

Not too much is known of the car's early history. The seller had had the car for about 10 years; it had been in the U.K. for about 10 years before that. The inverted-V headlamp bracing, which was not used on home market cars, indicates that Riley built the car for sale in "the colonies," where the roads might be rough, and Mike has been told that it once had a Singapore registration—though he hasn't seen any documen-

tation to back that up. "Singapore is as likely as anywhere else," he shrugs.

In the 27 years since its arrival, Mike has made very few changes to his Lynx. He's redone the brakes, replaced the front carpeting with a remnant left over from his living room, and gotten rid of the sealed-beam adapters for the headlamps, returning them to their original specification. He's also restored the 18-inch wheels and installed new six-ply Excelsior tires from Coker, to



keep the car safe. One broken axle and one worn-out clutch sum up the entire list of major repairs.

Otherwise, the car looks pretty much the way it did when it arrived in 1988. "I would say exactly, but that's not entirely true," Mike notes. "More paint has fallen off of it—the paint was not good at the time, and now, more of that has come off." With the exception of that bit of carpet and one front seat belt for his infant daughter's car seat, the interior is the same, too.

Mike uses the car often in good weather—with its ill-fitting, non-original top and marginal wipers, it's not a good choice in the wet—and he's not afraid to put 180 miles on in a weekend, or hit 70 MPH on the expressway. "It still has points, a condenser, and all the old carburetor parts," he says. "I've never adjusted the valves, I've never adjusted the points, though I did clean the carburetors once when I got some bad fuel. I've had to work on the fuel pump; it's got an AC mechanical fuel pump driven off the cam. And that's basically it.

"The car starts and drives and just goes, and that's one of the things I love about it," he enthuses. "My friends in England told me I would find it a very dependable car, and it was light years better than that. Even the Lucas electrics work all the time!"

So confident is he in the Lynx's reliability that he let me take a turn behind the wheel. The right-hand drive is a bit disorienting, but less so than the preselector gearbox,



*“My friends in England told me I would find it a very dependable car, and it was light years better than that.”*

whose control quadrant is mounted on the right side of the steering column. Mike explains that it's all rather simple: You put the lever into the gear you next want to be in, and when you next depress and release the clutch, the gearbox shifts into that gear all by itself. A centrifugal clutch takes up the power when starting and disconnects at lower RPMs when stopping. Very clever, really.

The long-stroke four—it now approximates the Special Series engine, having acquired twin Solex carburetors at some point—is agreeably torquey, and the gearing is long-legged enough that 70 MPH looks pretty attainable. The steering doesn't display the classic prewar wander, and even the primitive brakes play their part well. The view from behind the folded windshield of the big headlamps, long hood and swelling fenders is exciting, and alone worth the price of admission.

Mike appreciates what he's got, and has no intention of spoiling things by disassembling the car for a restoration. "I don't have any plans except to keep it and use it as I see fit," he says. "I have this reputation for doing almost nothing to the Lynx, and my car club loves it. They've named her 'The Queen Mum,' and I think they'd be disappointed if I restored it! As long as it stays useful and dependable, I don't see any reason to tear it apart.

"It's just an old, dirty, greasy, still-running car. And that's fine." 🇬🇧





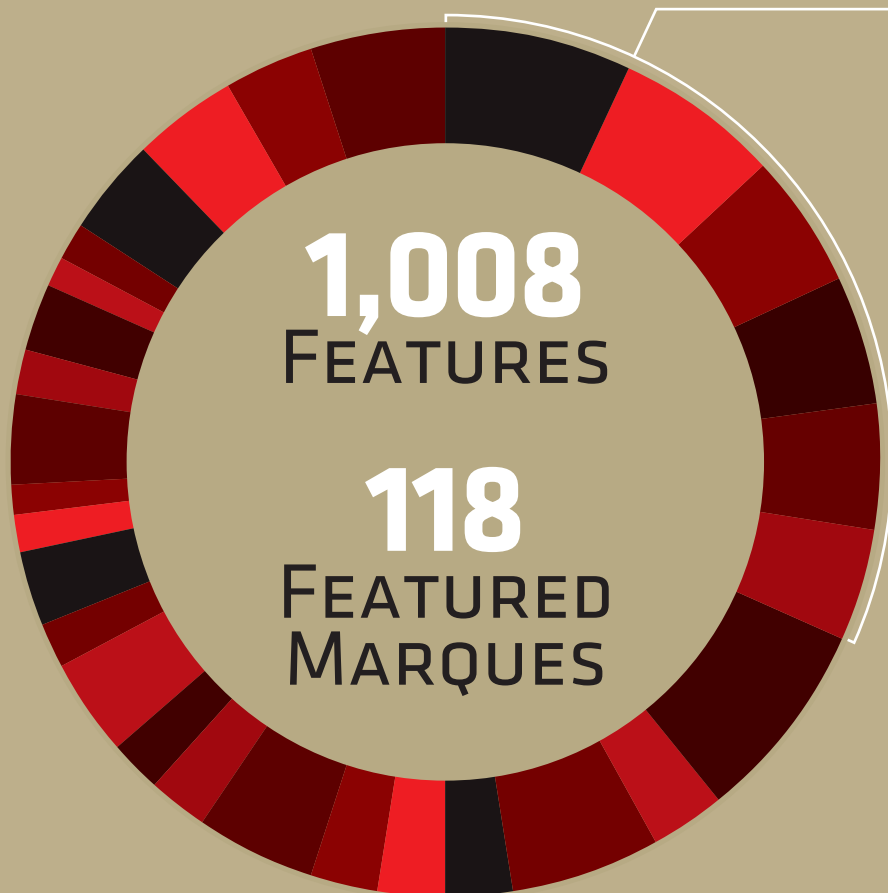


# 1-120

Our first 10 years, by the numbers

BY HS&EC STAFF

ILLUSTRATIONS BY ZACHARY HIGGINS



- 37 MERCEDES-BENZ, FIAT
- 29 TOYOTA
- 28 AUSTIN-HEALEY, VOLKSWAGEN
- 26 LANCIA
- 25 MAZDA
- 24 SAAB
- 23 FERRARI, VOLVO
- 21 MASERATI
- 20 DATSUN
- 19 LOTUS, NISSAN
- 16 CITROËN
- 14 AUDI, RENAULT
- 13 HONDA
- 12 LAMBORGHINI
- 11 ASTON MARTIN, MORGAN, SUNBEAM
- 9 AUSTIN, MITSUBISHI
- 8 PEUGEOT, SUBARU, OPEL
- 6 ACURA, BENTLEY
- 5 JENSEN, MORRIS, TVR
- 4 BUGATTI, DE TOMASO, FIAT-ABARTH, FORD (U.K.), FORD (AUSTRALIA), ISUZU, PANHARD, RILEY, ROLLS-ROYCE

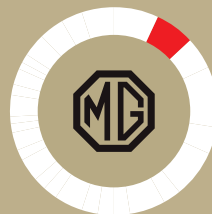
- 3 AC, BSA, DAIMLER, DINO, DMC, GHIA, HEALEY, HILLMAN, MINI, PEERLESS, ROVER, SKODA, VAUXHALL
- 2 AUTOBIANCHI, BITTER, BIZZARRINI, DELAGE, ELVA, HRG, INFINITI, ISO, JENSEN HEALEY, LEA-FRANCIS, MERKUR, MESSERSCHMITT, NASH-HEALEY, NSU, OSCA, SINGER, VESPA
- 1 ADLER, ALLARD, ALPINE, ALVIS, AMILCAR, AMPHICAR, ARNOLT-BRISTOL, AUTO UNION, BERKELEY, BMC, BRISTOL, CISITALIA, CONNAUGHT, DELAHAYE, DEUTSCH-BONNET, DKW, EMW, GLAS, HISPANO-SUIZA, HOLDEN, JOWETT, LAGONDA, LAND ROVER, LAZZARINO, LLOYD, MARCOS, MORETTI, MORRIS, MOSKOVICH, MVS, O.T.A.S., RAILTON, RELIANT, RENNTECH, SIMCA, SINTHESIS, STANDARD, STANGUELLINI, SUZUKI, TALBOT, TATRA, TRABANT, TURNER, VETTA VENTURA, VOISIN, WENDLER, WILLYS

## TOP 6

BY NUMBER OF FEATURES



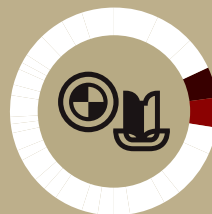
71  
PORSCHE



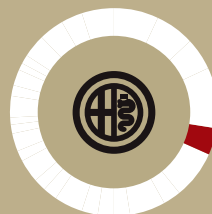
63  
MG



50  
JAGUAR

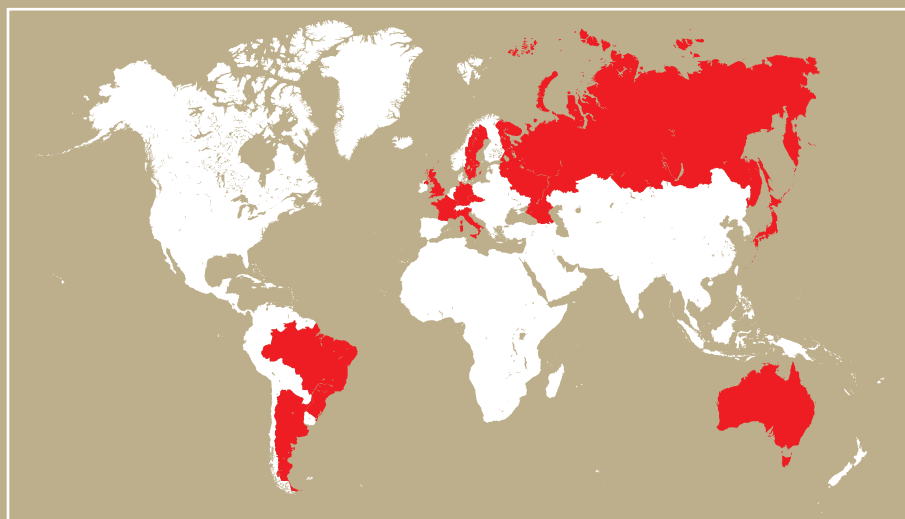


48  
BMW,  
TRIUMPH



42  
ALFA ROMEO



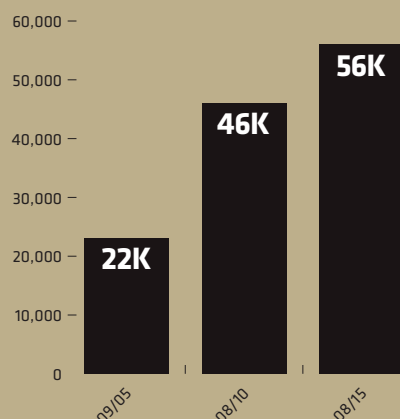


# FEATURED MARQUES

BY COUNTRY OF ORIGIN

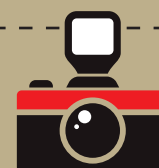
UNITED KINGDOM	344
ITALY	225
GERMANY	224
JAPAN	136
FRANCE	58
SWEDEN	47
AUSTRALIA	5
CZECH REPUBLIC	4
RUSSIA	1
BRAZIL	1
ARGENTINA	1

## PAID SUBSCRIPTIONS SERVED



OVER ONE HUNDRED & SIXTY-FIVE THOUSAND FEATURE PHOTOS TAKEN

OVER SEVEN THOUSAND, NINE HUNDRED & FIFTY FEATURE PHOTOS PRINTED



## IN OUR GARAGE

23 NUMBER OF CARS CURRENTLY IN THE FLEET

51 NUMBER OF CARS THAT HAVE BEEN IN THE FLEET, IN TOTAL

## RACE TRACKS VISITED

LIME ROCK PARK  
THOMPSON SPEEDWAY  
ROAD ATLANTA  
WATKINS GLEN  
**LAGUNA SECA**  
SCHENLEY PARK  
ROAD AMERICA  
MONTICELLO



AND... 11,000 POTS OF COFFEE





# Greenwich Gathering

In a small park by the water, a fine collection of imported cars to see

WORDS AND PHOTOGRAPHS BY TERRY SHEA

**F**or its 20th year, the Greenwich Concours returned to Roger Sherman Baldwin Park, a tiny 6.3-acre peninsula in downtown Greenwich, Connecticut, where they packed in the American cars on Saturday, May 30, for the Concours Americana and returned the next day, May 31, for the Concours International.

Headlining the event as grand marshal was James Glickenhaus, the utterly approachable collector who has begun branching out into producing cars under the Scuderia Glickenhaus banner. Glickenhaus showed his one-of-a-kind 1967 Ferrari P3/4, the 1967 Daytona 24 winner with Chris Amon and Lorenzo Bandini at the wheel. Though the skies began threatening as the morning ended, the rain-or-shine event continued. A heavy downpour presaging worse weather for later in the afternoon did encourage the organizers to move the awards up to earlier in the afternoon in order to clear the approximately 130 cars and 15 or so

motorcycles from the show field before the worst of the storm arrived.

Taking home the Best in Show trophy—along with the Best Italian Sports Car 1946-1959, as awarded by the group of men and women judges notable by their blue blazers on a warm spring day—was a sparkling mint green 1951 Cisitalia 202 C Cabriolet owned by Andrew Benenson. The more proletarian People's Choice plaque went home with Keith and Brenda Murphy for their recently restored 1954 MG TF, which also snagged the award for Best English Sports Car 1954-1960. Look for a feature on Keith and Brenda's TF in an upcoming issue of *HS&EC*.

Typical for the Greenwich Concours, the field ranged from cars more than 100 years old (Veasey Cullen's 1913 Rolls-Royce Silver Ghost) to a smorgasbord of supercars that still haven't shaken off that new-car smell: McLaren P1, Pagani Huayra, Ferrari 458 Speciale and a Ferrari LaFerrari. In between was no shortage of

sedans, sports cars, GTs, roadsters, speedsters, coupes and surely some other body style representing cars mostly from Europe and a few from Asia.

For fans of imported two-wheelers, the motorcycle corral featured no less than 15 historic European bikes, including 10 well-turned-out BMWs, one of which was a pristine example of a 1937 R5, owned by Philip Richter. The R5 was a groundbreaking motorcycle with a much more modern engine design that paved the way for BMW twins for at least the next two decades.

While Roger Sherman Baldwin Park in Greenwich may be a bit of a crowded spot to cram so many cars into—along with an auction from Bonhams (check this space next month for coverage of that sale), it never disappoints with the intimacy of getting close to so many special cars. In the vast majority of cases, the owners, too, are there to share their experiences with the cars. Dates are already in place for 2016: June 4 and 5. See you there!





The Lamborghini Miura P400 SV is arguably one of the sexiest car designs ever made manifest in metal. Even if it doesn't need it to get attention, the brilliant construction yellow (our name for it, not theirs) adds a whole new dimension to being seen in Sergio de la Vega's 1967 example.

Left: Readers of this magazine (March 2014 edition) will recognize Phil and Rick Rader's 1930 Aston Martin International, shown here with Phil behind the wheel. A regular at the Greenwich Concours, the International attracts crowds and attention wherever it goes, which most of the time is under its own power.



Gary Pezzella's pocket-sized 1960 Fiat-Abarth 750, with its distinctive double-bubble Zagato roofline, looked like it could fit into a backpack and be carried away. Fortunately, the charm of the little car far out-massed its physical size.



**LANCE LEVETHAN, 1973 BMW 3.0 CSL** » Lance Levethan's CSL, one of just 1,075 or so made, may be familiar to eagle-eyed readers who may recognize it as the example used for our 3.0 CS Buyer's Guide from our *HS&EC* #33 (May 2008). And it was with good reason that we chose Lance's BMW for that guide, as it's one of the most original cars we have seen. Lance has a passion for collecting highly original European models, something he has been doing since the Eighties.

In 1985, long before BMW coupes became a thing in investment portfolios, Lance purchased this car. Though it has been treated to a single repaint in 1990 or so, the CSL still sports its original, never-removed M30 engine, deep Scheel sport seats and a panoply of factory aerodynamic add-ons that were exclusive to this European-market car that Lance purchased from Italy.

Pictured here with daughters Jaycee (left) and Carli (right), Lance has been a regular at the Greenwich Concours since its inception in 1996, frequently showing something in original condition from his small collection.





**MARC EVANS, 1960 CONDOR FORMULA JUNIOR** » Formula Junior enjoyed quite the heyday in the late Fifties and early Sixties. With literally hundreds of manufacturers building cars, from the likes of Lotus, Elva, BMC, Stanguellini and even Saab to countless tiny manufacturers, particularly in the U.K., Formula Junior remains a popular vintage racing category.

Marc Evans's 1960 Condor, one of just six made in Britain, looked as if it had just come off the race trailer after an event, because that's pretty much the way it was put away a few years ago after many years of vintage racing at Northeastern circuits like Lime Rock and Summit Point. Of just six total Condor Formula Junior cars made, Marc's rides on chassis number 1.

Looking like a smaller version of a contemporary Vanwall Grand Prix racer, the front-engined Condor was quite the high-tech machine with a very high-compression BMC 948 engine bored to 1,000 cc and sporting twin SU carbs along with a fully independent and adjustable suspension and Alfin drum brakes all around, along with a tube-frame chassis and aluminum bodywork.



**Santo Spadaro, another regular at the Greenwich Concours, heads toward the award stand to accept the trophy for Best Italian GT Car 1946-1955 for his 1953 Lancia Aurelia B10 sedan.**



**Dennis Mamchur of Verona, New Jersey, drives his 1935 Triumph Southern Cross toward the trophy stand to collect the trophy given on behalf of the Town of Greenwich as the First Selectman's Award.**



**Lake Underwood II's 1957 Porsche 356A Speedster has been in the family since new. His father, an early Porsche dealer in New Jersey, raced it with great success, winning SCCA E Production national titles in 1963 and 1964.**



**Among several Lancias on display at Greenwich (where there never seems to be any shortage of the finest examples from the Turin-based automaker) was William King's 1951 Lancia Aurelia B20 coupe.**



**Matt DeGarno lines up his 1953 Allard K3 convertible for a pass by the judges' review stand.**





It's hard to argue with Bart Colson receiving the award for the Best Italian GT Car, 1963-1967 for his stunning and unmistakable 1964 Ferrari 250 GT Lusso. The rain didn't seem to dampen Bart's spirit at all on his way to the review stand.



The very open-minded organizers at Greenwich saw fit to include this charming, patina-laden 1951 Austin J 40 Pedal Car, displayed by Jacob and Sam Colton.



**STEPHEN HARRIS, 1959 PORSCHE 356A CARRERA CABRIOLET** » Fresh off a very thorough and spectacularly finished restoration, Stephen Harris's numbers-matching '59 Carrera looked sharp from any viewing angle. Stephen likes to call it the "Perfect Storm," as it featured the A-body, the plain-bearing Carrera engine and an open-top body, all three of which only came together for 1959.

Before Stephen bought the car a few years back, it had been in the same hands of one owner for 40 years. When it was discovered that red paint had been applied over the factory white, Stephen opted for that original hue during the restoration. In addition to his "Perfect Storm" of attributes, the 356 also features a host of factory options, such as the Rudge wheels and a Blaupunkt radio with shortwave band.

Seeing as Stephen regularly competes in long distance road rallies for vintage cars, we expect to see the New York-based architect out and about putting some miles on his very fresh 356A Carrera sometime soon.

**Left: The boattail rear and sculpted fenders of Christopher Owen's 1923 Bugatti T23 Brescia are just two of the many distinctive details of the diminutive roadster from Molsheim.**



Ralph Stechow in his 1960 Lotus Elite passes the review stand to accept his special Award of Excellence from the judges.



## DOUG BROWN AND SUSAN SCIOTTO-BROWN, 1958 LOTUS SEVEN SERIES ONE

» Doug and Susan's minimalist Lotus Seven gleamed in its bare aluminum body, despite an impending storm brewing overhead. With a very low serial number that marks it as just the 58th Lotus Seven manufactured, in the original factory in Hornsey, the recently imported Seven also still wears its original U.K. "899 NEV" registration.

Even better for Doug and Susan as collectors, their car appears to be the only surviving Series One Seven with its original 1,172-cc Ford side-valve engine still intact, along with the related direct-linkage clutch and floor-mounted pedals. Making just 40 hp, the ultra-lightweight S1 car weighed in at around 900 pounds. With a 4.8:1 final-drive ratio, that 40 hp could be put to use to reach the quarter-mile in just about 20 seconds.

Of course, the Seven's forte was never brute acceleration – at least not until the nutters at Caterham began putting ever more powerful engines in them. The Seven inspired with its handling prowess and true race-car-for-the-street privilege that allowed owners to literally drive to the track to compete and then motor on home in the same car.



Diane and Robert Machinist's 1953 BMW R51/3 with its distinctive, bullet-nosed Steib Sidecar was but one of the highlights in a rather extensive display of European motorcycles that included several historically significant BMWs, among others.



At a rain-or-shine event like the Greenwich Concoors, participants with open cars need to be prepared for the weather.





**Andrew Benenson accepts the Concours International Best of Show award, given for his wonderfully restored 1951 Cisitalia 202C Cabriolet, a great example of the groundbreaking Pinin Farina design that influenced automotive design for years to come.**



**Marc Robinson's red 1952 MG TD leads a trio of T series models in a corral of postwar British sports cars. Behind Marc's TD sits the yellow 1948 MG TC of Dennis and Ann Marie Nash.**



**Mr. Gorbachev, your car is ready. At more than 20 feet long and weighing more than four bulletproof tons, Vinnie and Julia Baksht's 1985 Zil 41045 limousine is said to be the last of this model built. The imposing car that served as a backup for Mikhail Gorbachev's historic state visit to the U.S. in 1987 garnered the trophy for Best Special Interest Car.**

## **DAVID FERST, 1981 DMC De LOREAN»**

Can you guess what David does for a living? Well, it's no illusion that collectors have taken a liking to John Z. DeLorean's eponymous GT car. David remains about as enthusiastic as any grown-up kid can be about a car. Despite having owned some serious sports cars from both Italy and Germany, David finds himself treating the De Lorean as his favorite to drive.

Despite the De Lorean's poor start and weak sales that led to the man himself—John Z.—making some pretty poor decisions that almost landed him the clink for a good many years, the car itself has finally come into its own. The distinctive stainless steel, the futuristic interior, all of that angular volumes about the era that produced it. Today, the car gets as much attention as any day-glo-colored Italian sports car or the latest silver streak from Stuttgart. As a showman, David loves this and has no plans to ever part with the car.







# Good Ol' Boys Turn Right, Too

Top-end road racers who came out of the South

BY JIM DONNELLY

PHOTOGRAPHY INTERPRETED BY HAL CROCKER, FROM HIS ARCHIVES

**Y**ou've heard the stories. There was a dearth of sports in the South until Bill France Sr. invented NASCAR and up sprouted the ultimate homegrown motorsport. The annals of Southern racing are filled with imagery about moonshiners outrunning the law, chopped-up Ford coupes, red clay spraying over the fences and win on Sunday, sell on Monday.

That's the legend. The reality is that while NASCAR was going in circles and cementing its canon, a lot of people in the South who liked automotive competition took their skills and applied them to sports cars on road courses. It's no accident that some of the biggest dealerships for

high-ending sporting machinery have been located below the Mason-Dixon line. The region bred its own stars, many of whom went very far in the sport. And there was some cross-pollination with the NASCAR set, too, as we'll see.

Photojournalist Hal Crocker is a Southern road-racing guy, having grown up in Mississippi and now living outside Atlanta. He put together this sampling of Southern left-and-right luminaries, and was reminiscing about one of them, Pete Harrison, whose career dated from the late 1950s through the early 1970s. Harrison's rides ran the gamut from TR3s and big Healeys to Testa Rossas and fac-

*"PETE HARRISON IS PRACTICING FOR the first SCCA Runoff at Road Atlanta in 1970. He drove a lot of different places including Riverside and Road America. Get this: Pete was adopted by a couple, Mr. and Mrs. Harrison, of Harrison Radiators, which was a privately owned company that furnished radiators to General Motors. When I came to Atlanta, Pete was good friends with a friend of mine. He had a little shop, and that made me figure he was a poor boy, so I took my own car over to him for service because I thought he needed the work. I thought I was helping him, but it turned out he didn't need the money. Pete was a damn good driver. He and Peter Gregg were teammates in these factory 914-6s. As I remember, there were six factory cars that Jo Hoppen had brought to the United States: two for the West Coast, two for the Midwest and two for the East Coast out of Gregg's shop, with Pete as one of the drivers. You can see that it's raining. They always said that if you didn't like the way the weather was at Road Atlanta, just wait five minutes."*

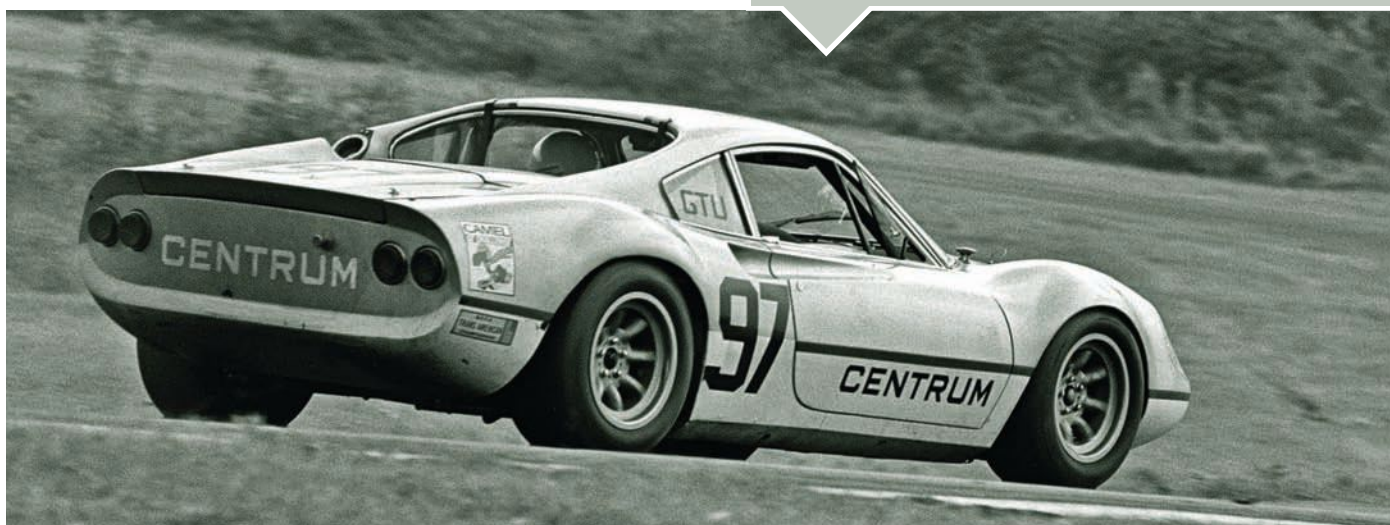
tory Porsches. Hal put it in perspective by remarking, "If I had all the cars he drove and sold them today, I could retire on the Riviera." That's high praise. 🌧





*"I CAN TELL YOU ALL ABOUT THIS CAR, WITH GENE FELTON in the seat. It's a Datsun 2000 roadster and it's an ex-BRE car out of the shops of Peter Brock. Brock won the championship in D Production in 1970 and sold the cars. Bob McQueen bought one of them, and Gene bought the other one. And Gene took off and won the D Production national championship here at the 1971 Runoffs at Road Atlanta. The car has a roll cage on it, which Gene put in not just for personal protection, but to stiffen the car up some more. Gene was one of America's greatest road racers. At one time, Gene was the winningest driver in IMSA and raced at Le Mans, but the bigger thing is, he won in every class he raced in. At Le Mans, I wanted to see Gene come through the kink on the Mulsanne straight while he was racing a Camaro with Billy Hagan. Gene came through the kink and threw up dirt on both sides of the track."*

*"THIS PHOTO IS FROM LIME ROCK IN 1973, AND JACK Baldwin was driving this Ferrari Dino in the IMSA Camel GT racing in the GTU race. Jack started racing in 1968 or 1969 and he's still at it, racing a Porsche Cayman. Jack was born and raised in Tampa, didn't have much money, but wanted to go racing. He finally got enough money to buy a Formula Ford, and he showcased himself really well in it, up to the point where he won a race over here that allowed him to go to England to compete over there. He just became an Atlanta boy and made the most out of a lot of rides, winning the SCCA Trans-Am championship in 1992. Jack's older than what he says he is. He's won in just about everything he's driven. He even drove for Chevrolet in its IMSA GTP effort as a factory driver. I really had to dig to find a European-badged car that Jack raced, because he usually drove Detroit metal."*

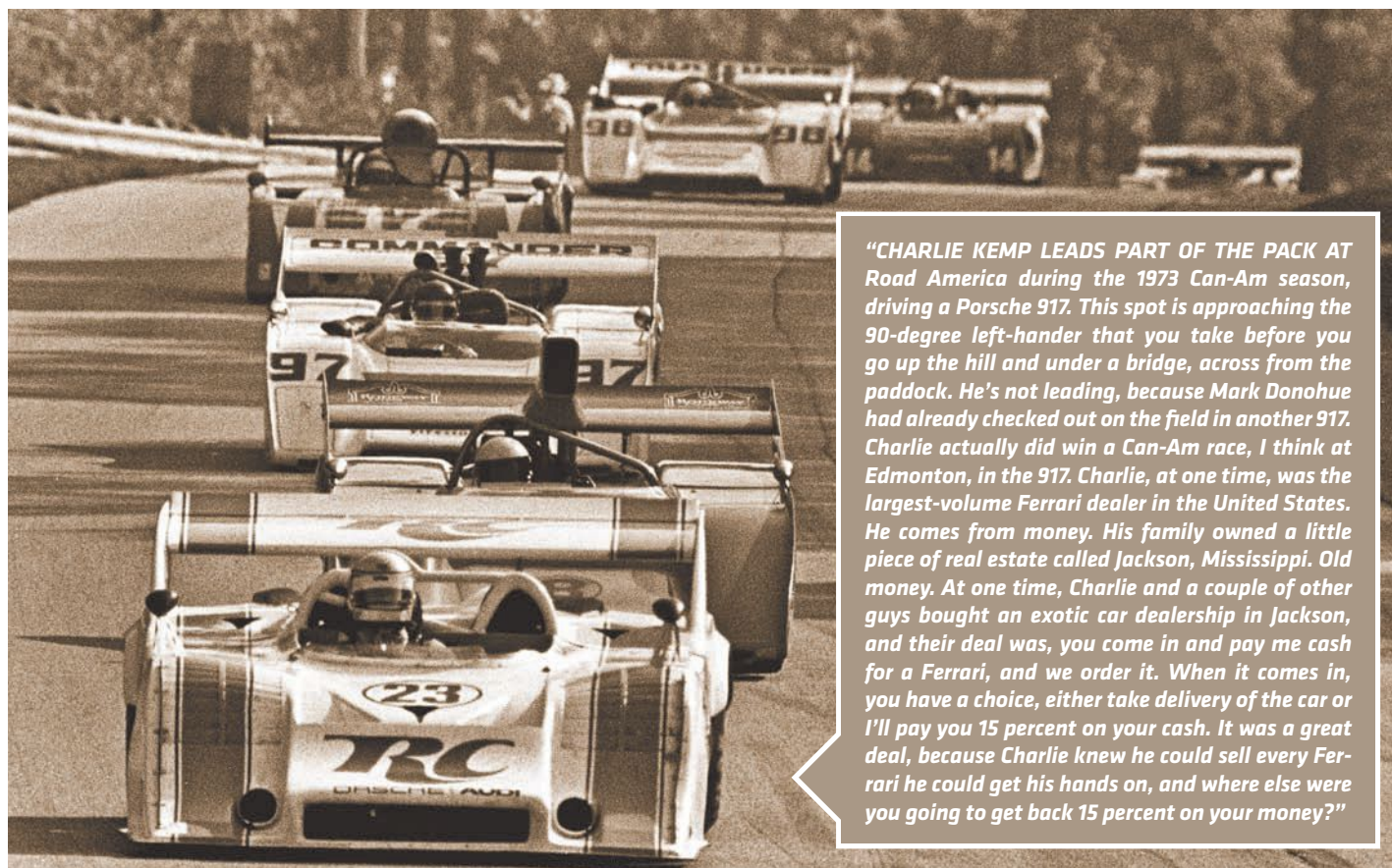






**"THIS IS A SIGNIFICANT CAR IN A LOT OF WAYS. IT'S 1973 AT THE Daytona 24 Hours, and Peter Gregg is coming off the NASCAR banking in turn four. Gregg and Hurley Haywood won this race, and it was the first win for a Porsche 911 in a round of the world sports car championship. It was the first domino that fell in what**

**became a long legacy of 911 wins in international competition. Gregg is cooking right there, probably doing close to 200 MPH. He was originally from New York, served as an officer in the Navy, but was much better known for his career after he moved to Jacksonville, Florida, and got hooked up with Hurley and Brumos Porsche."**



**"CHARLIE KEMP LEADS PART OF THE PACK AT Road America during the 1973 Can-Am season, driving a Porsche 917. This spot is approaching the 90-degree left-hander that you take before you go up the hill and under a bridge, across from the paddock. He's not leading, because Mark Donohue had already checked out on the field in another 917. Charlie actually did win a Can-Am race, I think at Edmonton, in the 917. Charlie, at one time, was the largest-volume Ferrari dealer in the United States. He comes from money. His family owned a little piece of real estate called Jackson, Mississippi. Old money. At one time, Charlie and a couple of other guys bought an exotic car dealership in Jackson, and their deal was, you come in and pay me cash for a Ferrari, and we order it. When it comes in, you have a choice, either take delivery of the car or I'll pay you 15 percent on your cash. It was a great deal, because Charlie knew he could sell every Ferrari he could get his hands on, and where else were you going to get back 15 percent on your money?"**





**"JIM FITZGERALD. J.J. HE'S LEADING ANOTHER DATSUN 240Z AT THE ROAD Atlanta Runoffs in 1970. I don't know if you know this or not, but Jim was the winningest SCCA driver, with something like 350 victories. And Jim was a lot older than he looked. When I was young, I was a macho man, and he and I got into a little horsing around in the pits, and I'm telling you, he was rock hard, even though he was probably 30 years older than me. He was an electrical engineer from Clemmons, North Carolina, outside Winston-Salem. He worked for Western Electric and he was just into cars. Jim drove anything and everything. He was killed in 1987 in St. Petersburg, on the street course, during a Trans-Am race. I wasn't there, but I heard that he hit a concrete barrier sideways and it broke his neck. Jim was already retired from Western Electric at that time. He was a real good driver and a really good guy. We were good friends. He also became friends with Rick Hendrick, who put him in a NASCAR car for a couple of road races and to be a road-course coach for the Hendrick drivers. He was also one of Bob Sharp's drivers, and his job was to basically be Paul Newman's wingman."**

**"DAVID PEARSON RAN THE IROC Series in 1974, on the infield road course at Daytona, leading Al Unser Sr. For a guy who came out of stock cars, Pearson adapted really well to the Porsche Carreras that IROC ran in its earliest years. Remember, back in the early days, Pearson drove in the Trans-Am series, in a Dodge Dart and then in a Mercury Cougar prepared by Bud Moore, so he held his own against George Follmer and Parnelli Jones. Pearson was from Spartanburg, South Carolina, and is still number two on the all-time NASCAR win list behind only Richard Petty."**







### The right answer

I chuckled when I read your column about the clueless auto parts clerk ["A holiday on wheels," *HS&EC* #119, July 2015]. A few years ago, a member of the Evergreen Lotus Car Club related a similar story. When asked what the part was for, the car owner said "Lotus." "Who makes that?" the clerk asked. "The British," replied the car owner.  
*Bill Rabel*

Anacortes, Washington

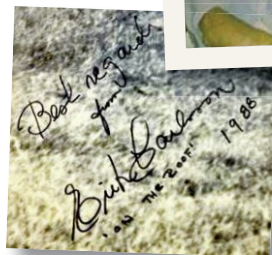
### A memorable lift

Your magazine hits all my areas of interest like no other, so I thought the following anecdote might fit right in.

I'm almost 70, and if I could relive the most cherished moment of my life, it would be squeezing into the back seat of a Renault R8 next to Graham, with Cecilia on his lap and Anne on mine. Colin commandeered the comfortable passenger seat and James Clark (no one in the team called him Jim or Jimmy) took the wheel. He stalled twice! The clutch must have had a different feel than that of the Lotus 49 #5 he had earlier put on pole for the 1967 Mexican GP. I don't recall anyone giving him a particularly hard time about that, and we were on our way for the short drive to where my '66 Ford Falcon was parked. Anne and I thanked them for the ride and left in my car. James went on to win his 24th GP the next day. He was one of the kindest, most considerate persons I've ever known, if only for a far too short race weekend.

*Gerard Lacroix*

Via email



### Thanks, Erik Carlsson

I remember vividly when I first became aware of Erik Carlsson. It was the summer of 1976, and I was 14 years old and was beating the crap out of the 1963 Saab 96

my brother had given to me after he had a car accident. The left front fender and door were damaged, but the car still ran. I was driving it on my motorcross track through brooks, jumps and bumps. I thought the car was ugly and underpowered. My goal was to kill it so that someday I could have my father's 1970 Oldsmobile Cutlass Supreme. Boy, was I wrong. That car loved every minute of it, and wouldn't die.

After one particularly bad bump, the glovebox door opened, and there were all these stickers showing the autocross victories Saab had with Erik Carlsson as the driver. In that moment, I was inspired by Erik and started to think that Saab was a cool car after all. So cool, that I ended up working for Charles River Saab as a technician for over 27 years.

Erik came to Charles River Saab in 1988, and I saw him sign this picture that now hangs in my shop. I had many conversations with him at Saab conventions. One time, I asked him if he remembered me, and he said, "I remember your smiling face." Saab couldn't have picked a better ambassador for their product! Thanks, Erik, for helping me find my own road. Rest in peace.

*Ralph Backoven*

Via email

### Sebring 1957

John, eerie is the only word I can use to describe the feeling I had when I read your piece on going to Sebring in 1957 ["Memories of Fangio, the maestro," John Schieffelin, *HS&EC* #118, June 2015]. I did exactly the same thing! I was living in Rome, New York, at the time, and had just taken delivery of an Aston Martin DB 2/4 Mk II. A friend and I decided that a run to Sebring would be a great way to break in my new ride. So you and I were there at the same time. But it gets even more eerie. The memory that is seared into my brain more than any other is of the disc brakes on the D-types glowing in the night as you described.

And another memory that stands out is watching Moss at speed through a right turn (can't remember which one) directly into the setting sun, with one hand on the wheel while shielding his eyes with the other! You may have seen the same thing! But your memory is better than mine.... You mentioned a lot of things that have long since faded from my aging brain. But thanks for the memory!

*George Parker*

Manlius, New York

### Biturbo bashing?

I enjoyed the article on the Shamal ["The Missing Link," *HS&EC* #118, June 2015]; always thought it was a beautiful car with shattering performance for its time. As the author states, the Shamal "is built on the bones of a fragile-by-reputation Biturbo." I do wish that Hemmings would do a story on Maserati under De Tomaso ownership that did not bash the Biturbo undeservedly. The car, like many others, has a few quirks, but rewards proper maintenance with reliable performance. There is nothing at all fragile about the Biturbo's V-6 or the car.

I am the second owner of a 1984 Biturbo, which was my daily driver for years, to and from work and road trips. The doctor who owned the car before me also used it to and from work every day and for road trips; it was never towed. The main problem with Maserati during the De Tomaso era was the management of the company. The service a Biturbo owner received on his vehicle depended on the dealership it was taken to for service. Any story about the Biturbo should include the role of M.I.E./Frank Mandarano.

I am a mechanic (now retired), and had an interesting experience many years ago when I took my car in for a repair and watched the mechanic go to his toolbox, remove a pair of snips and cut the ties that hold the rubber bellows on the steering rack while my car was on a lift. I knew then it would be in my best interest to learn as much as I could about my car, and do my own maintenance as much as possible.

Once I verified that the ties were no longer on the rack, I told the mechanic what I had seen. As an explanation, he told me he did it to make more money; as the labor rate for the Meraks and Boras produced before the Biturbo were exotic-car rates, while the labor rate for the Biturbo was about the same as a Chevy. Disturbing, especially considering the incident took place at a dealership.

*Eric Wynn*

Clinton, Maryland

*Eric, we've got a Drive Report on a Biturbo coming up. Stay tuned. -Ed.*

Send your thoughts to **Hemmings Sports & Exotic Car**, P.O. Box 904, Bennington, Vermont 05201; or email the editor at [dlachance@hemmings.com](mailto:dlachance@hemmings.com)





*The Phantom's multi-layer side glass was designed to keep the outside sound out... and as I was about to learn, the inside sound in.*



## And then, the doors locked

When I joined the new operation in September 2002, its name was Hireus, because BMW could not use the name Rolls-Royce Motor Cars until January 2003. Until then, the only thing I could say was that we had a wonderful new product to unveil at the North American International Automobile Show in Detroit. Saying nothing is a really tough job for a PR person.

At the appointed hour, the press gathered around the periphery of our stand, which could now display the Rolls-Royce name. Two beautiful women in perfect unison elegantly wafted back what must have been a half an acre of completely wrinkle-free black cloth, revealing the new Rolls-Royce... Phantom! Even though I had seen it a few times before, it really was striking in all of its light metallic blue and chrome splendor.

We demonstrated the Phantom non-stop. The press was fascinated by the rear-hinged coach doors, with power-operated closing. They loved the power retracting "Spirit of Ecstasy," which would quietly disappear on command. And, when you pressed a secret panel in the console, to make the analog clock in the center of the dash revolved out of the way revealing an LCD screen, they would go wild! The Phantom impressed the media without even turning a wheel.

As the crowd started to die down around 5 p.m., I saw two of my journalist friends standing at the rear of our stand. One was the head of the automotive section of the most influential newspaper in the United States, if not the world; the other did some writing for that paper, but today publishes several magazines that carry his name. I offered to demonstrate one of the most striking features of the car for them.

I grabbed the key fob, pulled open the rear-hinged coach door and gracefully entered its sumptuous back seat. I sat down, raised my hand, and pushed the button that activated the rear door closing system. The door responded by silently closing with the solidity of a vault. A moment later, there was another sound, the sound of all its doors locking. Odd, I hadn't heard that happen before.

My friends smiled and gave me a round of applause, which I could not hear, thanks to the outstanding soundproofing of the car. The Phantom's multi-layer side glass was designed to keep the outside sound out... and as I was about to learn, the inside sound in. It was time to get out, so I pulled the door handle. Nothing happened. I slid over to the passenger side and tried that door. Still, nothing! Did I mention I am claustrophobic? Well I am, and the minute I discovered I couldn't open the windows I started to hear my blood pulsing in my ears.

Just two days earlier, I'd been teaching each of the half dozen product specialists how to operate a Phantom. Now, I was frantically waving to one of them, beckoning her to come over and set me free. She saw me! She smiled. She waved back. And, then she looked for other people she could smile at. "NO, I NEED YOU TO COME HERE!" I shouted at the top of my lungs.

Finally, I did get her attention. She came over and put her ear to the glass. I shouted for her to get Stephan, our technical wizard.

Stephan asked me if I had the key fob in sign language. Using his hand as a mock key fob, he indicated which button I should press to open the doors. I observed, I mimicked, but the car was still locked. Stephan pressed his face almost right against the glass and yelled, "There's a round button on the dash, just to the right of the steering column that is the central locking button. If you can press it, the doors will definitely unlock."

Understand, I stand about five-ten on a good day, and I probably weigh about 230, and even then my 40th birthday was a dim memory. I leaned forward as far as I could go between the two throne-like front seats and was still at least 18 inches short of being able to push the button! I needed to be in the front passenger seat in order to push that button and gain my freedom.

The solution came to me in a flash. I would do a barrel roll; head first, from the left rear seat over the backrest of the right front seat, and land sitting upright in the right front seat. Or die.

To this day, I have no idea how I did it. I made it to the front seat. When I landed, I dove for the master lock button, and as soon as I pushed it, all of the locks clicked off. My breathing fell back to its normal rate, my heart went back to a slow idle, and it was as if nothing had ever happened.

Our technical guys at Rolls later explained that the car had been wired to a power supply all day in order to demonstrate all of its electronic and electrical functions. After that much use, the thermal protector in the power supply tripped off, leaving the car to run only on its batteries. When I closed the door that last time, the car's computer determined the battery was too low as a result of people fooling with the car... and locked the car to protect it. Normally, people "fooling with a car" do that from the front seat, where the master unlock button would be easily accessible.

What about the two journalists? By the time I looked up, my friends had discreetly moved on. If they saw my acrobatics, an act that the Cirque du Soleil would have been proud of, they never wrote a word about it. Thank you, Jim and Keith. 🌐



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See a doctor at the first sign of being fatigued or ill. Don't be a thickheaded macho man, or as my Sicilian grandfather used to say, a mamaluke.



## Conquering Cancer

*Editor's note: We've decided to re-print Richard's recent column from Hemmings Classic Car, to help get the word out about toxic autobody paints and proper medical attention. If we help just one reader, it will be worth it.*

Unbeknownst to practically everyone, I've been fighting cancer since June 2013. Thankfully, that ordeal is now over. My oncologist informed me on Monday, April 27, that the previous week's PET scan showed no activity, which means no active cancer cells. Whew, what a relief.

Although from the first moment when the doctor said those three words that no one wants to hear, "You have cancer," I truly didn't let it get me down, nor did I lose any sleep over it. I knew all along that I would beat it, and I did. There really is truth to "the power of positive thinking." What's more, because I went to the doctor when I first started feeling tired and weak, we caught the cancer in its early stage.

In all, I ended up having 26 chemo treatments. However I was allergic to the main drug, Rituxan, which is specially designed to treat the symptoms of my low-grade non-Hodgkin's lymphoma. The side effects were many, but the one thing that got me through it all was this magazine and my interest in automobiles. Putting together an issue of *Hemmings Classic Car* kept my mind off of the cancer, and allowed me to focus on the job at hand. The last thing I needed was to miss a deadline, which is totally unacceptable due to the problems it causes with the staff, the printer and distributors. Most important, I certainly didn't want to disappoint our readers with a magazine that they were expecting to receive not be in their mailbox. As always, perseverance once again paid off.

Many times, when I was undergoing a chemo infusion, I was doing so with my laptop in hand, editing content for *HCC*. Some days, I wrote my column in the hospital as well, and that helped keep my mind off of the toxic drugs that were dripping into my veins. I even had several interesting conversations with other patients who'd ask me if I liked old cars because they saw me reading *Hemmings*; it still amazes me how many people know about *Hemmings Motor News*.

So to all my fellow car fans, listen up; the lecture is about to begin.

The first question the doctor asked me when I was diagnosed was, "How many years did you smoke?" The cancer was throughout the lower part of my face, my throat and neck, and in the surrounding lymph nodes. My doctor was shocked when I told her that I had never smoked a day in my life. So that started me questioning all the possibilities on how I got cancer in the first place. The one thought that I kept going back to was autobody paint.

Through the years, I have painted a dozen or so cars, and numerous chassis and suspension components, and I always used a half-face respirator with double carbon cartridges. I

also made sure to wear a paint-specific jumpsuit with a long sleeve shirt underneath, gloves and a hat. I would also tape my wrists to prevent the fumes from getting inside my suit. Still, I guess that wasn't enough to prevent the harmful vapors from entering my throat. Modern urethane paints that require a hardener, which contains cancer-causing isocyanates, are especially poisonous.

The next car I paint, I'm going back to using acrylic enamel, without adding any toxic hardener. And you should do the same. Most important, always wear a respirator, even when using

a spray can. Also wear gloves, so you don't have to expose your absorbent skin to not only the paint but the thinners and cleaners, too. All those chemicals are very toxic, so please take maximum precautions.

An even more significant precaution: See a doctor at the first sign of being fatigued or ill. Don't be a thickheaded macho man, or as my Sicilian grandfather used to say, a *mamaluke*. And if all your blood work comes back negative, yet you still don't feel well, push your doctor to take more tests. That's what happened to me. My initial blood test results were all negative, but I told my doctor that something was wrong; I could feel it. So it wasn't until I saw a throat specialist that the cancer was discovered. Don't place all your faith in a blood test. In many cases it won't reveal everything that's wrong. You must trust your own intuition. And most important: Always think positive thoughts. 🌐







# A Passion for a Pre-A

**A Porsche 356** gets a professional restoration that makes it more than ready for the road

BY TERRY SHEA

PHOTOGRAPHY BY DAVID LaCHANCE  
RESTORATION PHOTOGRAPHY COURTESY OF JOHN HERRLIN

**B**efore Porsche started putting initials on the 356 line, it was just a 356, but with all of the ABC's (and D's and SC's and whatnot) that came later, we now refer to those earliest models as "pre-A" years cars.

With their bent windshields, skinny tires and seemingly harmlessly underpowered engines, the cars were largely forgotten about, particularly the coupes. Even fans of 356s for years opted for the better-sorted, more powerful B, C and SC models, the latter of which had four-wheel disc brakes and nearly 100 hp from its 1,582-cc flat-four. "For a while," says John Herrlin, the owner of the car featured here, "people were like, 'You don't want to own a pre-A. They're so ugly.' I am shocked so many people like them now. You could give these things away in the Nineties. Nobody wanted them."



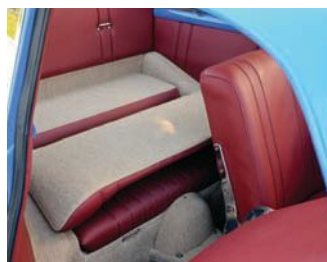
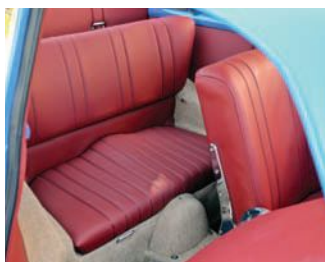


But as with almost everything in this hobby, the notion of purity has made a comeback, and those earliest 356s, sans initials, made from 1950 through 1954, have found a renewed interest in recent years. The problem is that with only around 7,500 pre-A 356s made from 1950 through 1954, parts available for the remaining cars are as scarce as you would imagine for any small-volume boutique sports-car maker from the era.

Fortunately, John, of Mendham, New Jersey, has been a 356 fan (pre and post-A) for quite some time and has been collecting cars and parts for many years. So, when it came time to restore his rough 1954 356 coupe, the parts-acquisition process was more a matter of checking his own inventory than actually going out and beating his feet (or computer keyboard) to scrounge up the needed bits.







**This 356 coupe was built with the “+2” occasional rear seats, with a seatback that folds flat to accommodate luggage. The leather upholstery was assembled with proper stitching, and the seatback sports correct reproduction carpeting in matching oatmeal.**

As he has done many times previously, John turned to CB Restorations of Haverhill, Massachusetts, for the restoration work. Owner David Knorr (who remains hands-on in the shop with three employees), who has lots of experience with European sports cars, appreciated John’s inventory of spares. “If somebody just rolls in off the street with a pre-A,” David explains, “you’re going to be looking at a lot of time in searching for parts. Because usually you don’t know the part that you even need that you can’t find. You don’t even know when you approach me with your car that you need that yet. Usually, you don’t know until you get in, get everything stripped, taken apart.

“John has an enormous stash of parts. The earlier the Porsche, it’s always tougher. So, having a cache of parts like that is really invaluable. John does search out a lot of the parts himself, which is also a big help. If it’s a part he doesn’t have, I let him know it, and he will begin a search before I begin a search. It’s time consuming whether he does it or I do it, but he enjoys the search. He’d almost rather be the one to search for the parts and leave me to do the work. He just has so many parts. But at least he does use them. He does enough cars that we seem to use a lot of the parts.”

John bought the car roughly a dozen years ago or so, and it sat for a few years while other projects took priority. “That came as a basket case,” David recalls. “The car was in a primer. The right door was crushed on it. And somebody had painted the door jams

in what looked like Guards Red.” But the condition of John’s car and an unusual parts car among his stash led to one of the more ambitious mods we’ve seen on a restoration in some time.

“I actually had a ‘54 that was like Swiss cheese,” John says. “The one thing I kept was the sunroof from the car, which was an original sunroof car.” Early on in the project, John wanted to use the roof of that rare sunroof car, which David obliged, though that part of the job presented its own challenges.

Though John has completed restorations on his own in his earlier days, his schedule today precludes doing that work himself. So, with CB entrusted to handle the car from start to finish, David explains the company’s process to us: “Any of the projects we take in, we strip it to a shell, get it down to bare steel, see what you have. Let’s get a solid body out of this. In the meantime, we buy whatever new that we need to—tie-rod ends, kingpins, what have you. We usually get an order going for all of the rubber, all of the seals and then see what we need. Does this car need an interior mirror? The exterior mirror? Are the seat bases good? What needs to be rechromed? Which is usually everything. And that’s usually how we go through. We just kind of go through the whole car to see what he has and just begin a list on what’s missing, what isn’t, what’s available, what isn’t and what we need to buy used and restore or just make.”

Fortunately, many of the suspension parts and seals are still available for the pre-A 356. CB, too, has developed trusted relationships with other resources for services that they don’t handle in house. For instance, though they have the capacity to, say, sandblast a part as big as a door, they can’t do the whole body shell. For that, they sent John’s 356 to Specialty Stripping in nearby North Hampton, New Hampshire. With the body returned, David and his colleagues finished the process by sanding the surface. “I don’t like to put the epoxy primer right onto a freshly blasted surface—it doesn’t always adhere well. What we usually do is sand out the steel with 80 grade, clean that and Prep-Sol it.”

With the metal surface sufficiently clean, CB applied a coat of PPG DP40 epoxy to begin building the surface. Then they began the metalwork, which, in this case, included welding in replacement floors, lower rocker panels, some work on the quarter





## The Process



**1** Locking pliers did yeoman's service when refinishing the small knobs and pulls used throughout the 356. A little bit of tape protected the tools, which kept the knobs in position for finish and curing time.



**2** The 1500 engine, sourced from a later 356A, was rebuilt by Michigan-based specialists 356 Enterprises. The original 1300 engine was long gone, though the owner does have a correct engine in storage should he want to return the car to factory condition.



**3** The owner was able to source an intact and complete roof section with the rare factory sunroof from another, too-far-gone "Swiss cheese"-condition car, which the experts at CB Restorations were able to seamlessly incorporate into the build.



**4** The sunroof project also included fitting the proper headliner, gaskets and other materials, along with the need to fabricate the likes of drainage channels and other trim pieces.

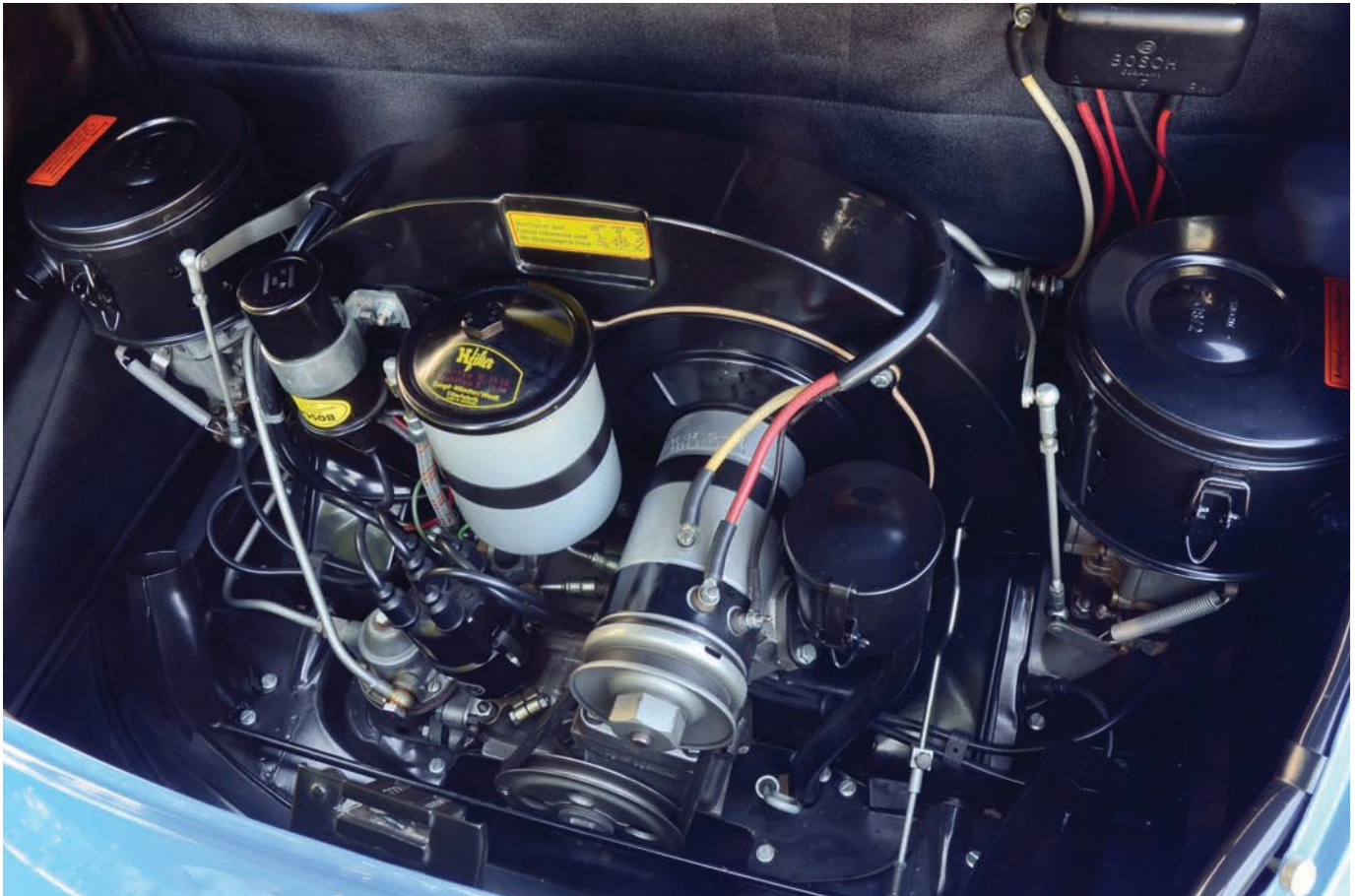


**5** Before the interior was fitted, the car was assembled, essentially complete and running. Here the color contrast between the Adrea Blue paint and the blood red interior stands out, along with the complementary oatmeal carpeting.



**6** When the inclusion of a rare factory bench seat did not work out, the owner opted to go with correct Reutter bucket seats. Fortunately, additional hides had been ordered and there was enough leather to cover the individual chairs.





panels and a small patch on the nose. Then the work began on essentially swapping out the entire roof.

"John had bought another '54 Porsche and that car was extremely rotted," says David, "but it was a sunroof car. We ended up saving the sunroof panel and the roof of the car. When we got into this car, he wanted to use that roof panel and clip that roof into it. So, that's what we did. We cut it in right where the factory did at the seams. He actually had all of the correct pieces, everything for it. At least that part was easy. We weren't searching for parts to do that part of it." Once again, having the parts ahead of time made for a more straightforward project, though the work was hardly a cakewalk.

"The sunroof installation was a challenge," continues David, "because we tried to put it at the factory seams, trying to get in behind the bracing to properly back up. Once you do your TIG weld, you really need to hammer and dolly that weld to squelch it and stretch it out properly so it doesn't stretch once you've done your bodywork. If you don't, you can have movement down the road once the body is done." That seamless welding included not only the roof, but also the correct drains—critical on any sunroof install—and other metal work associated with the body modification. Most of all, it had to look factory correct. "It was a process to get all of that in and look like we were never there," remarks David.

With all of the metal complete, the process of preparing the surface could begin. CB applied a coat of an Evercoat product as the resurfacing agent, followed by blocking the whole car with 80 and then 180-grade sandpaper. Next up, they applied a Glasurit polyester primer, followed by another sanding from 180 to 320 grit. Continuing with Glasurit products, CB laid down four coats of urethane primer. That final coat of filler primer then got treated to a full block sanding from 320 grade and then 400

**The 1,286-cc, 44-hp flat-four this car was built with had long disappeared, so the owner opted to replace it with a later 1,488-cc, 55-hp unit that was sourced by David Knorr of CB Restorations.**

before the final color and clearcoats were applied.

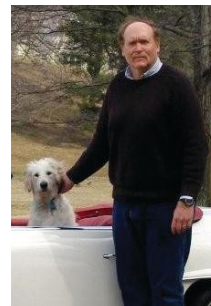
But what about that color combo? With the original color unknown, John could essentially choose anything he wanted. He had a rare, original 356 bench seat clad in a blood red color, so he figured on choosing something that would offset that. It just so happened that Porsche released a commemorative plaque that year that showed a blue-on-red 356, and John decided to go for it. Technically, the hue is Adrea Blue. Though the combo is clearly an inspired taste, John's confidence comes through in his zeal for the mix: "I've been doing this a long time, so I've restored Porsches, Mercedes, Volkswagens—you name it. You just learn what colors go. It was a color that I liked and I thought it went with the body."

With years of experience in high-end restorations, David recalls his process with the same conviction and confidence of someone who learned early on the best way to finish a car. He explains that final finishing process to get the sharp results shown on John's car: "Finally, it will go in for basecoat and clearcoat, usually three coats of color and four coats of clear. Then, we will usually let that sit about a week, mask it up, do all of the black work, all the chassis semi-gloss black under the car, in the engine bay, in the front bay. Once that's done, we will re-mask the car and then wet sand and buff the whole car. What we usually do is 1,000 grade, 1,200 grade and then 2,000 grade, and then compound and polish the car and then glaze. All of it by hand."

While David and his team were rebuilding the body and chassis, the engine was in the capable hands of Vic Skirmants at his 356 Enterprises operation in North Branch, Michigan. David



*“It’s not a car that overwhelms you with its horsepower or performance, but it’s a great driving car and it’s very aerodynamic and it’s fun to drive—and I just like the look. The later cars I have, they are much better to drive. But they don’t look as cool.”*



speaks highly of the work done there, saying, “Vic’s done a lot of them for us and we’ve had very good luck.” Before the interior went in, CB reassembled as much of the car as possible, including the drivetrain. “For the most part, we really try to have the vehicle running, almost a done car by the time the upholsterer has it,” David points out.

For upholstery, Chris turns to another long-time, trusted associate, Mike Curley, whose business out of Manchester, New Hampshire, operates as Michael Jay Coach Trimming. Holding the story for a moment, we need return to the bench seat. Though both John and David thought the idea of the rare bench seat a good one, with it fitted, John, who likes to truly drive his car, found it way too snug, so a set of correct Reutter bucket seats (again from John’s cache) were called in for duty. Fortunately, enough hides had been ordered to also cover the buckets in the same blood red color that had originally been on the bench seat. Along with the new leather, a new set of oatmeal-colored, patterned carpet was installed.

With John’s desire to drive the car regularly, he asked for CB to make a few modifications in that regard. The original engine was long gone. In place of the smaller and less powerful 1300, David

installed an A-spec 1500 from David’s inventory. The original brakes were substituted with a pair of front discs from a much later 356 C along with a pair of the big, finned rear drums from a B. CB also fitted a 12-volt electrical system in lieu of the original six-volt setup, again for driveability and reliability. With his own experience with pre-A cars, John also asked to have the original Volkswagen-sourced steering box removed for a later ZF unit. The narrow 16-inch tires and wheels also were set aside in favor of wider, more confidence-inspiring 15-inch wheels and tires.

The complete package, including the working sunroof that looks as factory as it gets, evokes what David calls “that real European feel,” noting the body-color rims with no chrome trim rings, the European headlamp lenses and the clean body lines courtesy of the absence of an exterior rear-view mirror.

John points out a few of his favorite aspects as well: “It’s not a car that overwhelms you with its horsepower or performance, but it’s a great driving car and it’s very aerodynamic and it’s fun to drive—and I just like the look. I like that it’s kind of broad in the front and narrower in the back. It reminds me of something that you’d see in a wind tunnel or something. The later cars I have, they are much better to drive. But they don’t look as cool.”







# Hahn-Vorbach and Associates

This Western Pennsylvania-based shop takes pride in turning out concours-quality, ground-up restorations

BY DAVID LaCHANCE



**HS&EC:** What sorts of work does Hahn-Vorbach do?

**Bill Hahn:** We provide everything from recommissioning a vehicle that has been off the road for decades, to collision repair of collector cars, to our real core business, which is body-off, full ground-up, concours-level restorations. And recently, we've also got into 3-D scanning and 3-D printing.

**Paul Vorbach:** That's kind of a new piece for us. We do the 3-D scanning and reverse engineering, and then we help to manage the process of the printing, whether it be printing in metal or in plastic, for hard-to-get or impossible-to-get parts. We're experimenting with a variety of different things. We do use the 3-D scanning technology in the restoration process, being able to scan an entire car and do some comparisons of the subject car to a more ideal vehicle.

**HS&EC:** How many employees are there?

**PV:** There are about nine now. Bodywork, mechanical, interiors, woodwork and the scanning that we do.

**HS&EC:** Do you have a particular specialty?

**BH:** Probably the one marque that we do the most of is Mercedes; I suppose about 60 percent of our jobs are Mercedes-Benz. But our favorite is to do ground-up restorations to concours levels. It doesn't matter what kind of a car it is.

**HS&EC:** What's the most challenging restoration that you've done?

**BH:** Certainly, the HRG coupe from 1938, because it was so terribly...

**PV:** It was a basket case.

**BH:** Yeah, it came to us in baskets, with lots of other parts from other British cars thrown in. The body was bad—it needed to be completely rebodied, and being a one-off, and from a company that only made 241 cars to begin with, the research was somewhat difficult. In addition to that car, I would mention the 300 SL. It doesn't matter which one, all 300 SLs are challenging.

**HS&EC:** It must have been gratifying to see that HRG go to Pebble Beach in 2012.

**BH:** It was. It was certainly one of the high points for us. We were so happy for the owners, for Bob and Sylvia [Affleck], because he really saw that project through to the end. It was great to see them get that honor.

**W**ith this month's issue, we launch a new feature in which we sit down with a specialist to learn more about the work they do. We're leading off with Bill Hahn and Paul Vorbach, the principals of Hahn-Vorbach and Associates, a restoration shop in the Western Pennsylvania community of Harmony.

Founded in 2001 as Hahn and Woodward Auto Restoration, the company acquired its current name after Wes Woodward sold his shares, and Paul became the senior partner. We first encountered Bill and Paul in 2012, when we put together a story about their heroic rescue of a 1938 HRG (*HS&EC* #90, February 2013).

Bill has specialized in the restoration of collectible automobiles since 1978. In addition to his award-winning restoration work, he has shared his expertise by holding seminars on auto detailing and automotive painting safety, and has taught at local vocational schools. Paul joined the company in 2008, after a 35-year career in financial services and information technology. He's been involved in the car hobby in a number of ways, including as a builder of hot rods.

PHOTOGRAPH COURTESY OF HAHN-VORBACH



*“Getting a car restored is going to be an adventure for the car owner, and for the shop involved. Ask questions, be engaged, and look to enjoy what you’re doing.”*



Bill Hahn, left, and Paul Vorbach

PHOTOGRAPH COURTESY OF HAHN-VORBACH

**HS&EC:** What are the challenges that you face in business?

**BH:** Mostly, managing our growth. At one time, we had such a backlog of work that it would take a couple of years to get a car into the shop. We have been steadily growing the business in both size and number of technicians to cut that time down. I know that it's a source of pride to be able to say to somebody, "We have a backlog of two years," but people really don't want to wait two years. We're trying to grow the business in such a way so that we can get a car in within a couple of months, instead of in a couple of years.

**HS&EC:** Are you seeing any trends in the hobby?

**BH:** We're seeing a lot more recommissioning, taking a survivor, a car that's been garaged and not taken out on the road in the past 10, 20, 30 years, and getting it back on the road, without necessarily doing a full ground-up restoration. As far as a particular marque, we've been getting a lot of Jaguars in lately.

**PV:** It seems as though a lot of E-types, XK120s and that sort of thing, all of a sudden started to come out of the woodwork. Some of them have been sitting for years, and the owners want to get them back



1938 HRG Airline Coupé

PHOTOGRAPH BY DAVID LACHANCE

on the road. We've actually seen a fairly significant uptick in the number of Jaguars that have come through the shop.

**HS&EC:** What's the best piece of advice you can offer to someone who wants to have their car restored?

**BH:** I would say to take your car to a restoration shop, and not your typical body shop-collision-production shop down the street. It really is two different trades. Very typically, what happens at a body shop is that the manager says, "Yeah, we'll take your car in; we'll work on it when we get slow." Well, if they're any good, business is not going to be slow, and your car will end up in the corner and become a workbench and a parts bench, and a year later you'll see nothing has been done.

**PV:** I'd suggest, be mindful that reality TV is TV. It sets expectations that are unlikely to be fulfilled in the real world. That's

something we always have to educate people about, because they do sometimes get the wrong impression.

Also, really, enjoy the process. Embrace it. Become part of it. It's an adventure. Getting a car restored is going to be an adventure for the car owner, and for the shop involved. Ask questions, be engaged, and look to enjoy what you're doing. Each milestone that you make is getting closer to getting your car on the road so that you can enjoy it.

**BH:** Concerning the budget—don't be afraid to ask how much. A lot of people think, "If you have to ask, you can't afford it." Nevertheless, if you haven't done it before and you don't know how expensive it is, by all means ask. Don't be afraid to ask for a ballpark idea on how much you should expect to spend on some portion of the job. The easiest portion to predict on a restoration is how much the paint job's going to be, and that can be something that will point you in the right direction on the kind of money that you're going to spend. And you really do need to work out some kind of a monthly budget for yourself, and with the shop.

**HS&EC:** You probably cringe when you hear that old saying about restorations being twice as expensive and taking three times as long as you think.

**In unison:** No! (Both laugh.)

**PV:** No, not really. It's true. We'd be lying if we said otherwise. That's why we talk about it being a journey and an adventure. You start out, and you really don't know where it's going to end up.

**BH:** I'd rather a person have heard that saying and believe it, than to believe what you see on reality TV, where quite often they quote a price for a restoration, and the amount of money they're talking about is more like the price for a paint job. And then the amount of time—"Oh, we can have this done in two weeks." That's just totally absurd. 🌐





**Q:** I bought a 1985 Saab 900 Turbo from a neighbor who said the muffler needs to be replaced, but when I looked underneath, it looked pretty good. The car has 195,000 miles and, except for the noisy exhaust, it runs well. I hear an exhaust leak from somewhere in the middle, but I don't have a jack or jack stands to figure out where it is. Any help would be appreciated as I got the car for a very good price.

Ronald Jacobson  
Via email

**A:** Well, Ronald, you're going to have to invest some of those savings on a floor jack and stands, or a good set of ramps. The 900 is a solid car, so you should get plenty of miles out of it without too much trouble.

My guess would be the flex pipe or the resonator (if it still has one). Once you're able to get a good look underneath, you may find the whole system needs replacement — but let's start with the most common thing, the flex pipe. Replacing it is pretty straightforward. It's located just after the exhaust



manifold. Its purpose is to prevent engine vibrations from getting into the passenger compartment.

Unbolt the two flange bolts at the front and the clamp at the rear, and everything should come right out. If you want a little easier time, I would soak all the hardware when hot with a good penetrating oil the night before. I would also replace all the hardware and clamps. If you find holes in the rest of the exhaust, all parts are available — or maybe a trip to the muffler shop is in order.

**Q:** I have an opportunity to buy a pretty nice '75 Triumph Stag from the second owner, but all of my British car friends tell me I'd be a fool to do so and to make sure I have good credit at the bank. I know these things have a reputation, but I really like the way they look. Should I listen to my friends, or get to know the loan officer at my local bank?

Roger Ferris  
Via email

**A:** I think the Stag was one of Michelotti's better designs, but it quickly became one of Triumph's worst nightmares. With a total of about 26,000 units built between 1970 and 1977, it's fairly low-volume. The biggest complaint was associated with the Triumph-designed V-8. It was plagued by cooling and oiling issues that, if not caught early, would warp cylinder heads and destroy crankshafts and timing chains.

Better understanding of these engines, along with modern materials and machining processes, has made them much more reliable. I would find out what the seller has done for reliability, but I wouldn't let a few issues stop me from buying it. Once you get any bugs worked out, you'll have a great car that you won't see every day. And remember, help is available from the Triumph Stag Club USA ([www.tscusa.org/](http://www.tscusa.org/)).





**Q:** I have a '77 Toyota Celica GT Liftback with the 20R four-cylinder engine. I've been chasing what feels like a miss, but can't find exactly what is causing it. I've narrowed it down to the number three cylinder, and have changed spark plugs, plug wires, distributor cap and rotor, but the problem is still there. I also checked the valves, and all are within spec. I like this car and want to keep it going, so any help you can provide will be appreciated.

Sam Bonner  
Via email

**A:** Toyota's first-generation Celica, like the first-gen Z car, is another model that I think is finally establishing its place in the world. I have a friend who bought a '77 GT Liftback like yours new, and I have wanted one ever since.

You are on the right track with what you've done, but I think you need to do one more thing to establish a baseline. With the engine warm, do a compression test of



all cylinders. You don't say how many miles are on the engine, but I'll venture a guess it's beyond 100K. You should see between 140 and 180 psi in each cylinder. There shouldn't be more than about 15 psi difference among the four of them. I'm going to guess that number three is going to be low.

To determine if you have bad valves or bad rings, squirt a little oil into the cylinder and repeat. If the compression rises, it's the rings. If not, you have a valve that's not sealing properly. Either way, I think the money and time you spend making it run will be well worth the effort.

**Q:** I have a 1972 Datsun 240Z with rust in the battery tray from an old acid leak. So far I'm having no luck finding a new replacement. Do you know of anyone making them? I know I'll have to drill the spot welds to get the old one out, and I should be able to weld the new one in. Thanks for a great magazine. I read it every month.

Marc Billings  
Via email

**A:** You've discovered one of the many places older Z-cars rust. Unfortunately, car manufacturers didn't get really serious about rust prevention until the end of the past century. As you may know, Yutaka Katayama, who was president of Datsun USA in the '60s, is cred-

ited as being the father of the Z. I was lucky enough to be with Nissan when the Z restoration program started, then quickly ended with just a handful of cars restored.

If I dig deep enough, I will find the two brochures that were produced for that program. I got to see where the cars were restored and know that the quality was extremely high. They sold at select Nissan dealers for \$25K, which gave other Z cars a bump in value for a time, but then they quickly fell.

I've been seeing values steadily increase the last couple of years, so I think the time has come for '60s/'70s Japanese cars to be a good investment. As far as I know, there is no one mak-

ing new replacement battery supports. You can, however, find good used ones from donor cars. Not counting 260 and 280 versions, Datsun produced about 135,000 units of the first-generation Z car, so you should have no trouble finding one. When you get the old one out, have a good look at the metal around it for additional damage. Rust has claimed too many cars, so it's important to keep yours from the tin worm.



Questions for Tony? Send an email to ask\_tony@hotmail.com. Or, if you live in a cave and don't have access to a computer, write a letter to Ask Tony, c/o Hemmings Sports & Exotic Car, P.O. Box 904, Bennington, Vermont 05201.



# Avon Rubber

Founded from one small mill 130 years ago, the Avon Rubber name continues to this day

BY TERRY SHEA • IMAGES COURTESY OF GRACE'S GUIDE U.K.

**L**ike so many companies we profile in Supply Side, Avon Rubber got its start before the dawn of the automobile age, perhaps serendipitously entering the rubber business in the waning years of the 19th century.

In 1885, E.G. Browne and J.C. Magnusson purchased a run-down textile operation, the Avon Mill, in Limpley Stoke, not too far from the southwestern U.K. city of Bristol. The Avon Mill (so named for being on the River Avon) had recently branched out into manufacturing rubber goods. Just four years later, looking to expand, the operation purchased another cloth mill in nearby Melksham, also on the Avon.

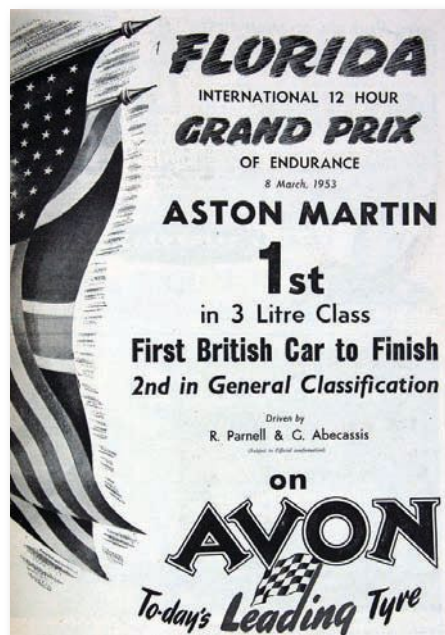
Emphasizing its product and the name it was largely known by at the time, the firm incorporated as The Avon India Rubber Company Limited in 1890. Its product line included hard rubber bicycle tires and rubber components used for rail cars, such as buffers and springs. Business grew, a pneumatic tire shop was set up in 1901, and the same year sales exceeded £100,000, in 1906, Avon advertised its first automobile tires. The company added motorcycle tires to the production lines in 1911.

Like so many British companies with industrial products, Avon turned to contributing to the war effort during World War I. When the British Army conducted field trials of 14 automobiles used for pulling heavy guns, each vehicle was fitted with Avon tires. Avon's war contributions later included general purpose rubber products, tubing and even equipment used for minesweeping operations.

Floated on the London stock exchange from 1933, Avon also won a contract that year as the OEM tire supplier to Rolls-Royce. Defense applications of Avon's rubber products increased so much that the factory operated at full capacity from 1939 on. Cut off from natural rubber supplies when the Japanese occupied what is now known as Malaysia and the Dutch East Indies (today Indonesia), Avon had to innovate in its production methods. Some estimates credit Avon with making as many

as 20 million respirators, or gas masks, during World War II. Avon's defense business today still includes the likes of respirators for military customers.

Although we often think of Avon's competitive prowess on the race track—be it on two, three (sidecars!) or four wheels—Avon first dipped its toes into the sporting world when it started manufacturing golf balls in 1910. Later, in 1921, Avon produced the first stitchless tennis balls, and within a year production skyrocketed to a rate of more than 10,000 per week. The company also made golf club grips and valves for footballs—not our footballs, of course, but soccer balls.



But in motorsport, Avon has had its share of success, though their occasional efforts in Formula 1 never yielded a single victory, let alone a championship. However, on two wheels, the effort proved far more lucrative. From 1958 through 1963, every solo motorcycle world championship rider, in all displacement classes, rode to his title on Avon tires. During this same period, in 1959, Carroll Shelby and Roy Salvadori claimed



24 Hours of Le Mans victory on Avons in their Aston Martin DBR1. Various sub-F1 series have used Avon tires extensively over the years, so much so that the final years of Formula 3000 featured Avons as a spec tire. The British GT Championship currently carries Avon Tyres as its name sponsor.

In the 1950s and 1960s, Avon, in addition to dropping the "India" from its official name, went on a buying spree as its business grew well beyond Britain's island borders. Avon bought manufacturers Spencer Moulton in 1956 and Henleys Tyre in 1957, and then distributors Normair Tyre in 1963. Production crested 1.5 million tires per year in 1961 at the primary factory in Melksham.

In the 1960s and 1970s, Avon diversified, with divisions focusing on industrial rubber, medical uses and gas distribution. Given the turbulent economic situation in industrial Britain through the Seventies and Eighties, acquisitions and divestments were part of the Avon Rubber Co.'s modus operandi for many years. Even as it sold off its medical division, it added other automotive-related business, such as Michigan-based Cadillac Rubber and Plastics Group, as well as defense-related businesses like Galt Composites, makers of protective equipment like helmets and body armor.

In more recent years, the Avon Rubber company has gone through quite a few changes. In 1997, the American company, Cooper Tire & Rubber, bought the tire division from Avon Rubber. Though Avon still markets car tires for Europe, here in the U.S. only the motorcycle tire business remains, though it does have a strong following.

Avon Rubber's non-tire automotive unit was also spun off, creating Avon Automotive, now part of MGI Coutier. The original Avon Rubber company continues, its focus now on the defense and dairy industries. 🌐





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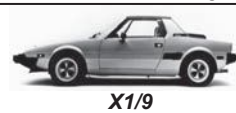
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When the folks at DrawerDecor suggested that we give their customizable kitchen drawer organizer a try, we figured, why not? We got the 21-piece starter kit, which includes a 20-by-14-inch mat marked off in a grid, and a variety of divider pieces that can be stuck anywhere onto the mat. Though DrawerDecor doesn’t say what they’re made of – we’re guessing some kind of silicone – the dividers stick to the base by themselves, with no adhesive, and can be removed and repositioned easily.

We followed one of the tips included with the kit, and culled the contents of the screwdriver drawer, kicking out the duplicates (which found new homes in the tool kits we carry with our cars) and the ones with the mangled tips and bent shafts. We then measured the drawer, and used an X-Acto knife and a straightedge to cut the base to size.

We had just enough dividers (DrawerDecor calls them “divitz”) to separate our screwdriver collection, with Phillips on one side, and flat blades on the other. In fact, we had four of the little triangular dividers left over, and so we included a couple of specialty screwdrivers in the assortment.

Thanks to the organizer, finding the right screwdriver has become an easy job – and we can always tell at a glance if one has gone astray, and needs to be found and put back. Because



the dividers are removable, DrawerDecor will be able to adapt to changes in the tool collection over time, too. We think it works just fine out in the garage – and the cooks need be none the wiser. In addition to red, the product comes in natural, sky blue, lime, orange and iris. Cost: 21-piece Deluxe Starter Kit, \$34.95; 16-piece Standard Starter Kit, \$29.95. **Contact:** *KMN Home LLC, 888-276-5979, kmnhome.com* –David LaChance



**911 DASHBOARDS»** If you’re in the midst of restoring a classic Porsche 911 to concours condition, your job just got a little easier: Porsche Classic has begun reproducing the dashboard of the 1969-1975 911. The dashboard incorporates a modern substructure and a surface that’s true to the original, down to the fluted texture, gloss and degree of black. The loudspeaker cover is included, too. Because dashboard replacement requires removing and reinstalling the windshield, Porsche recommends that the work be done by an expert at a Porsche Center partner. The dashboard can be ordered through any authorized Porsche dealer. Cost: \$1,353. **Contact:** *To find an authorized Porsche dealer, visit [www.porschedealer.com/dealer/usLocator/](http://www.porschedealer.com/dealer/usLocator/)*

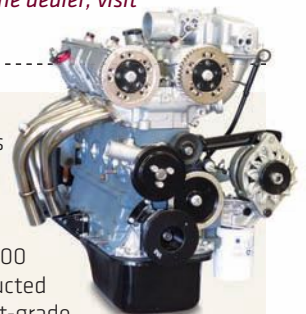


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**Contact:** *Thread Tool and Supply Company, 888-835-0868, [www.threadtoolsupply.com](http://www.threadtoolsupply.com)*

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# End of an Era







WORDS AND PHOTOGRAPHY BY MARK J. MCCOURT

History provides hindsight that lays bare good decisions and bad, and the more time passes, more balance sometimes appears between those two. Triumph's TR7 has always been controversial—being both lauded and decried from its 1975 introduction—but in the past 40 years, the coupe and convertible have proven very much of their time, and yet looking to the 1980s and beyond. The last TR didn't have the rugged charm of its forebears, but it's long represented a forward-thinking concept for the future of a much-loved segment of motoring, and great sports car value.

It's telling that naming this model in line with previous flagship Triumph sports car practice wasn't a given; there was internal debate about calling it "Bullet," the internal name for the two-seat, removable-roof concept that the TR7 was developed from, alongside a never-produced 2+2 fastback variant called the "Lynx." Marketing pressure, determined to benefit from goodwill built up from TR2 through TR6 models, meant this new car—which shared almost nothing with the TR6 it would soon replace—got a name that created instant expectations. Perhaps, had the TR7 come to market under another name, its status would be quite different today.

The story of this car's development is well known: It was a product of British Leyland management's desire to consolidate the company's market segments, and to replace the aging TR6 (and potentially the MGB) with a mid-priced sports car wearing the Triumph nameplate. The coupe-only body style was a reaction to proposed U.S. safety legislation, and its wedge shape—incorporating that sloping character line that would become an international design fad some 35 years later!—came from the pen of Austin-Morris styling director Harris Mann. The TR7 took a step forward as Triumph's first monocoque sports car, and a step backward with a TR2-TR4 cylinder count and parts bin four-speed/live rear axle combination.

To the purists, it wouldn't matter that this newest TR would prove to be safe, with predictable handling and a respectable blend of performance and economy, because they'd already made up their minds; it would take a decade or more for the TR7 to become widely accepted in enthusiast circles. Contemporary press

The last of the popular British sports cars, **Triumph's 1975-'81 TR7** offers modern design and comfort for surprisingly little money





## Timeline

**1975** Introduced as a coupe, with black-painted tail panel, steel wheels with black center caps and a four-speed manual gearbox; options include air conditioning and a sunroof.

**1976** Regional “Southern Skies” edition has a sliding glass sunroof and stripes; SCCA racing-themed “Victory Edition” has a spray-on vinyl roof, stripes and white six-spoke wheels.

**1977** An automatic transmission is available for 49-state cars, and the five-speed manual, sturdier axle and 9-inch rear brakes (up from 8) become standard equipment.

**1978** TR7 production is transferred to Canley after a strike shuts the Speke factory, and body production moves from Speke to the Pressed Steel Fisher plant.

**1979** Laurel wreath badge replaces “TR7” on nose, while a chin spoiler is standard; improved cooling and electrical systems. The convertible reaches dealers in July.

**1980** Production ramps up at Solihull from April to August, before taking over in September. 30th Anniversary Edition model is joined by the desirable TR7 Spider convertible.

**1981** All federal-spec TR7s use Bosch EFI and get revised emblems and upholstery. The last TR7, built in October, goes to the British Heritage Motor Centre in Gaydon.

## Recent Ads

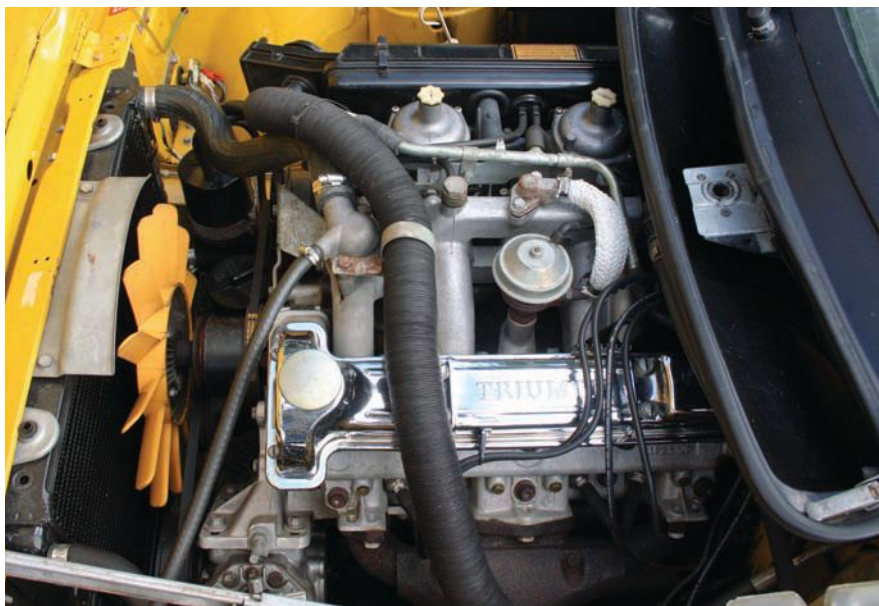
**1976 TR7**, well cared for since 1992 purchase, repair receipts from 1981, all receipts from 1992, BMIHT certificate, advertising brochures, parts and mechanics manuals, 82,821 miles, Carmine red, new beige interior, driven 300 miles since 2006, \$4,500.

**1978 TR7 coupe**, white, sunroof, five-speed, 69K miles, mechanical updates, rare ready driver, \$3,500.

**1980 TR7 Spider**, fuel injected CA car, five-speed, only 18,000 miles, new top and tires, \$7,000.

**1981 TR7 roadster**, safe, dependable, economical, no rust, 82K, five-spd. \$5,500.

Source: *Hemmings Motor News*



**ENGINE** Despite its reputation for cooking head gaskets, the TR7's SOHC 2.0-liter engine proved itself durable, with notable successes in rallies and racing. It didn't make more than 92 hp in U.S.-spec trim, so unless you modify the engine with a U.K.-market 16-valve DOHC “Sprint” head (127-hp in stock form) or replace the four-cylinder with a Rover V-8, a la the 133/148-hp TR8, you'll make do with adequate performance. The Bosch fuel-injected TR7s of 1980-'81 offered 89-hp, plus improved reliability and smoother running.

Incidentally, V-8-converted cars can also benefit from the TR8's quicker-ratio Adwest steering rack with GM Saginaw power steering, a setup that doesn't fit the stock TR7 engine bay.



**BODY** The monocoque construction of the TR7 coupe and convertible makes their inherently strong bodies susceptible to weakening from rust and accident damage. Critical areas to inspect include the front strut towers and the rear trailing arm attachment brackets. It also pays to check body seams, inner fenders, door bottoms and trunk floors. Sills and interior floors should also be inspected, especially on convertibles and coupes fitted with sunroofs. Most body panels are available as full or patch pieces—available from numerous reputable sources in the U.S. and Rimmer Bros. ([www.rimmerbros.co.uk](http://www.rimmerbros.co.uk)) in the U.K.—although examples requiring comprehensive body work may not be worth the investment.





**INTERIOR»** Unlike the contemporary MGB, the TR7 doesn't enjoy a huge aftermarket parts supply, and sourcing factory-correct upholstery and trim can be a challenge. The coupes and convertibles used different combinations and colors of vinyl and nylon cloth upholstery in their seats and door panels, including colorful plaids, but only the late, tan plaid variant is currently reproduced; the Spider's striped upholstery is likewise no longer available. New convertible tops in standard vinyl cost upwards of \$400, plus installation.

The Triumph Wedge Owners Association is working with a British firm to reproduce the factory-style sun visors, although they're currently available only in black.



**ALSO CHECK»** Test the function of all electrical components, including the car's trademark pop-up headlamps. The Thermo Plastic Acrylic paint that Triumph started using on TR7s circa-1979 – look for a “TPA Paint” sticker on a strut tower – can shrink and form visible spider cracks as it ages. The only way to properly remedy this is to take the car down to bare metal before a re-spray. It's beneficial to fit upgraded brakes behind larger 14- to 16-inch wheels, at the price of higher steering effort.

The TWA is working to create higher-quality replacement rubber items like transmission mounts, and it maintains a database of cross-over parts, and document work-arounds where possible.

## Specifications

**Engine** SOHC I-4, iron block and aluminum head **Displacement** 1,998 cc (122-cu.in.) **Horsepower** 76-92 @ 5,000-5,500 RPM **Torque** 102-115-lb.ft. @ 3,250-3,500 RPM **Fuel system** Single/twin Zenith-Stromberg carburetors/Bosch EFI **Gearbox** Four/five-speed manual, optional three-speed automatic **Suspension** MacPherson struts, lower control arms, coil springs, anti-roll bar; rear – live axle, unequal-length control arms, coil springs, tube shocks, anti-roll bar **Steering** Rack and pinion **Brakes** Front disc/rear drum, power assist **Wheelbase** 85 inches **Length** 165.5 inches **Width** 66.2 inches **Height** 49.5 inches **Curb weight** 2,470 pounds **0-60 MPH** 11.5 seconds **Top speed** 109 MPH

## Production

Calendar year	Export/U.K. figures
1975 TR7 Coupe .....	15,360/41
1976 TR7 Coupe .....	25,820/6,923
1977 TR7 Coupe .....	14,528/8,408
1978 TR7 Coupe .....	5,517/1,265
1979 TR7 .....	16,207/245
(no body style breakdown)	
1980 TR7 Coupe .....	88/1,174
1980 TR7 Convertible .....	6,199/3,737
1981 TR7 Coupe .....	439/1,016
1981 TR7 Convertible .....	1,421/1,781

Note: The BMIHT has two different sets of TR7 figures in BL production records; this is the more detailed set.

## Price Guide

	Low	Avg.	High
1975-1981 coupe TR7	\$2,000	\$4,000	\$10,000
1979-1981 TR7 convertible	\$3,000	\$5,000	\$12,500

## Parts Prices

Brake shoe set .....	\$40
Carburetor rebuild kit, each .....	\$49
Carpet set .....	\$430
Head gasket set, carb/FI .....	\$32/37
Headlamp assembly housing, left/right .....	\$62/70
Master cylinder repair kit .....	\$16
Shock absorber, front .....	\$53
Spoiler, OE-type plastic .....	\$192
Water pump, 12-vane, 1977-on .....	\$150
Windshield .....	\$240



## A Pro's Advice

The first thing you want to know is, is it coming from an enthusiast – do they belong to clubs and take it to shows? And is it driven often? Knowing this will tell you how well the car's been maintained, and if it's a regular driver that's been sorted, it'll be reliable.

All the maintenance parts are available: water pump, shocks, ball joints. The electronics in later cars are very good – and if there's a failure of original parts, the newer alternators are better, and the Pertronix conversion is high quality. We never see issues with the engine's bottom end. People complain about head gaskets, but head problems are due to outside influences like a leaky water pump or the radiator plugging up.

I think they're a great car, if someone wants an inexpensive, comfortable, older British car that isn't archaic: It has MacPherson struts, plug-in relays in molded, loomed wiring harnesses, a unit body with crumple zones and a collapsible steering column. It's much safer and simpler than most people believe. **– Woody Cooper, owner of The Wedge Shop**

## Alternatives



### 1972-1989 FIAT/BERTONE X1/9

**Price now** \$3,000–\$17,500 **Pros** Italianate Seventies wedge styling; mid-engine handling; clever packaging **Cons** Not a full convertible; performance is relative; watch for rust



### 1990-1997 MAZDA MX-5 MIATA

**Price now** \$2,500–\$11,000 **Pros** Turn-key Japanese reliability; modern amenities; aftermarket performance scene **Cons** Not a classic LBC (although it mimics one); tight for taller drivers



## Viewpoint

In 2007, I wanted to replace the 1980 Triumph TR8 I'd owned since new, but it had been totaled several months before in a rear-end collision. I wasn't looking for a four-cylinder, but this one was so complete and original—only 7,500 miles—that I purchased it on the spot.

Cosmetically, it was nearly perfect: paint in excellent condition, original interior, complete and unmolested. The top was new but poorly installed. Low mileage often goes hand in hand with little maintenance, and this was the case. The engine was down on power, the rear brakes seized, the front rotors badly rusted and pitted. Two weeks after I bought it, installed new brakes and did a basic tune-up and fettling with the top, the car won its class at the 2007 VTR National concours.

I use it weekly from March through November. I like this car's comfort and lack of idiosyncrasies. The cabin is roomy and comfortable for two normal-sized adults, with room for their luggage. There is heat when it's cold, A/C when it's hot and a convertible top for when it's just right. It can spend all day on the Interstate at 75 MPH while getting 30 MPG, or hug curving back roads if that's what you have in mind.

**–Wayne Simpson**

reviews were largely positive, and the buying public initially turned out in droves, but quality control proved elusive in the first three years of production, and the car's reputation took a serious hit.

This new model was launched in 1975 in solid-roof form, and sold alongside the TR6 through the end of 1976. The coupe was the only body style until late 1979, when it was joined by the convertible, and both forms were built through October 1981—ironically, exactly one year longer than the veteran MGB it was once proposed to replace—alongside the Rover V-8-powered 1980-'81 TR8 convertible. A fact that may surprise today's enthusiasts, who see these newest Triumphs on North American roads in smaller numbers than their chrome-bumper predecessors, is that the TR7 was the best-selling TR of all time.

Its Dolomite (and Saab 99!)-based slant-four engine was an SOHC design that was fed, for the 49-state U.S. market, by twin Zenith-Stromberg 175 CD-2 carburetors. Early California cars were compromised by a single Stromberg and catalytic converters. The standard running gear included a Morris Marina-derived, non-overdrive four-speed manual and light-duty solid rear axle, while the conventional suspension included MacPherson front struts, coil-sprung four-links in the rear and anti-roll bars at both ends. Power-assisted front disc and rear drum brakes sat behind standard 13-inch steel wheels.

While the running gear didn't break new ground, the TR7's modern comforts did, at least in the tradition-steeped world of British sports cars. Buyers could enhance the roomy two-seat cabin with a sunroof and built-in air conditioning, while a three-speed Borg Warner 65 automatic option arrived late in 1976. For 1977, the stronger

LT-77 five-speed manual and tube axle were standard, along with a revised suspension, new wheel trims, colorful plaid upholstery and larger air dam.

Quality improved notably when, in 1978, TR7 production moved from the troubled Speke factory to Triumph's own Canley plant in Coventry. And the convertible made its 1979 debut to positive reviews about its handsome styling and admirably stiff structure; indeed, *Popular Mechanics* wrote, "The TR7 is now the car it always should have been." Demand for the TR7 coupe dropped (its roofless sibling outsold it almost 9:1!), but it remained available through the end, although comparably few nice examples have survived.

1980 represented a notable year for the TR7. The production line moved again, to Rover's modern Solihull plant; later Solihull-built cars were distinguished by a smaller plastic emblem replacing the large decal on the nose, along with revised interior door locks and trim. Bosch L-Jetronic fuel injection became standard on California-market cars, while all models used Delco electronic ignition for improved reliability, and a lower numerical final drive ratio offered more relaxed cruising.

The soft-top Spider was a North American exclusive, introduced late in the year, which stood out with black paint, reflective red striping and decals, TR8-donated 13-inch alloy wheels and Motolita leather-wrapped steering wheel, a black and gray interior with pewter carpets, and standard A/C and stereo cassette. It cost roughly \$1,000 more than the base convertible, and fewer than 2,000 were built. Another special model for our market in 1980 was the 30th Anniversary Edition, celebrating three decades of TR sports cars. Available as both coupe and convertible, it included



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**TR7 coupes – the only TR7s built through mid-1979 – are considered less collectible, despite their stylish looks and rigid structure; optional sunroofs and A/C added comfort.**

accessories like fog lamps, tape stripes, steel-wheel trim rings, a luggage rack, a TR8 steering wheel, coco floor mats, an AM/FM stereo and a dash plaque.

The TR7's last model year was 1981, and from April, all North American market cars were fuel-injected. The TR7 and TR8 would be canceled that autumn, and the total TR7 production figure included roughly 25,000 convertibles and 90,000 coupes. The marque remained active a few more years in its home market, but its departure from our shores left Jaguar as the last vestige of the former British Leyland standing here, and without Triumph's distinctive wedge holding the door open, the era of the populist British sports car came to a close.

The 18,650-mile Inca Yellow 1980 TR7 convertible illustrating these pages belongs to Brick Township, New Jersey, resident Wayne Simpson, a director of the Triumph Wedge Owners Association ([www.triumphwedgeowners.org](http://www.triumphwedgeowners.org)). Having decades of experience with these final TRs, he offers sage advice to newcomers: "Generally speaking, with the low value of these cars, it's wise to buy the best one you can afford. Bodywork and paint are expensive, so an extensive restoration of a 'cheap and cheerful' car will leave you upside down, with a bill for more than the car's ever likely to be worth on the resale market."

The TR7 has a reputation for a couple of basic mechanical issues, but Wayne notes that all are solvable. Early models used the Lucas Opus electronic ignition that was prone to fail, but this was replaced in production (and retrofitted to earlier cars) by Lucas's better Constant Energy Ignition system, until the Delco ignition was phased in. The cooling system was barely adequate in early models, but improved

notably in 1977 and again in 1980, and in related news, head gasket failure is not uncommon. "Making matters worse, the long, angled head studs will weld themselves to the head with corrosion, making removal of the head problematic without special tools and techniques," Wayne notes. "A stuck TR7 head has defeated many a mechanic.

"The TWOA has developed a tool we call the 'Head Honcho,' which removes stuck heads safely, without damage. This tool is available to members for a modest rental fee, and we make drawings available to other clubs that want to build their own," he continues. "With quality gaskets, better-than-OE fasteners, careful assembly and regular maintenance including coolant flushes, these problems can be mitigated and these engines can be reliable and long-lived.

"The TR7 has to be the best bargain in the British car hobby, perhaps the entire classic car hobby, today," Wayne asserts.

"A really nice one can be had for \$5,000 or less. The best ones on the planet, never driven or registered—they turn up occasionally!—are under \$15,000. And yet, they are pleasant to drive, modern and comfortable." 🌐







# A Decade of Ups (and some downs)

It's been a wild ride for the collector-car hobby—  
but there are still some bargains for the prudent

BY HS&EC STAFF



**W**e at Hemmings have made our point of view pretty clear: We believe in buying cars for the joy of owning them, not for the value they might accrue while sleeping in some vault somewhere. The market price, so often examined these days, is, honestly, one of the least interesting things about a car.


Having said that, you would have to have been living under a rock for the past decade to not notice the across-the-board rise in selling prices. There are indeed people who treat cars as investments, and they've had a very good decade, by and large. The biggest gainers, to no one's surprise, have tended to be the cars that were already quite valuable to begin with—what some might call the “blue chips.”

We put together a list of 55 cars that are broadly represen-

tative of the hobby, and calculated the percentage rise (or drop) in their average selling prices, relying on the NADA classic price guide for our figures. We'll admit, ranking them this way creates some strange bedfellows—who would have thought that the \$260,000 Allard J2X and the \$9,700 Fiat X1/9 would have had the same appreciation rate? Although you'd have to buy a lot of Fiats to gain the same number of dollars as the Allard.

We figure the Dow Jones Industrial Average is the benchmark for investments, so that's how we grouped the cars—those that have bettered its 71 percent rise over the past decade, those that have held roughly steady, and those that have fallen behind—making them relatively more affordable. Where do your favorites stand?

## BEAT THE DOW





YEAR, MAKE & MODEL	2005 PRICE	2015 PRICE	% CHANGE	FEATURED IN HS&EC
 1967-'70 Toyota 2000 GT	\$96,950	\$960,000	890.2	#45

Ten years ago, you could have bought a Toyota 2000 GT, and gotten change back from your \$100,000 bill. Now, it will take nearly \$1 million to put one in your garage. Admittedly, we didn't survey every collector car ever made, but we're willing to wager that this is the biggest leap made in any car's value over the past decade. Its performance is no doubt cited as validation by those folks who have been predicting the day when cars from Japan would become collectible; in fact, as that nation's first supercar, the 2000 GT was well positioned for such a run. The straight-six-powered GT has beauty, performance, top-flight engineering and—with just 337 built—scarcity on its side.



PHOTOGRAPH BY DAVID LACHANCE






YEAR, MAKE & MODEL	2005 PRICE	2015 PRICE	% CHANGE	FEATURED IN HS&EC
 1966-'67 Porsche 911S Targa	\$15,100	\$122,300	709.9	#43
 1964-'70 Renault R8 Gordini	\$2,175	\$13,700	529.9	#109
 1956-'59 Ferrari 250 GT TdF	\$837,500	\$4,925,000	488.1	#120
 1957-'64 Maserati 3500 GT/GTi	\$23,700	\$135,200	470.5	#89

Maserati's coveted GT has many things in common with its contemporary Aston Martins: Carrozzeria Touring coachwork, *Superleggera* construction, a powerhouse DOHC straight-six, limited production and a glittering name. Also like the Astons, it had been long undervalued before the market caught up with it. The carbureted 3500 GT went into production in late 1957, succeeded by the 3500 GTi in 1960 with its Lucas mechanical fuel injection. Once relatively attainable, the 3500 GT joined the ranks of the coulda-woulda-shouldas within the past decade.



PHOTOGRAPH BY DAVID LACHANCE

 1969-'74 Dino 246 GTS	\$60,700	\$346,200	470.3	#80
 1954-'57 Mercedes 300 SL Cpe	\$165,100	\$921,800	458.3	#69
 1961 Fiat 600 Multipla	\$4,800	\$26,400	450.0	#116

The more-for-less atmosphere surrounding microcars has been one of the more evident trends in recent years, with collectors willing to shell out bigger and bigger bucks for tiny machines. The Multipla, based on the rear-engine 600 sedan, is a case in point. With 633 cc of displacement, this is a vehicle that will forever be on this side of 60 MPH, and one that needs 43 seconds to accelerate from 0-50. And yet, its charm value is absolutely off the scale. To a collector with means, \$26,000 may look like small change for such a crowd-pleaser.




PHOTOGRAPH COURTESY OF FCA

 1963-'66 Alfa Romeo Sprint Speciale	\$25,300	\$110,300	336.0	#1
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Here's one we can get misty-eyed over. The pretty little Giulia SS that we just maybe could have bought 10 years ago by selling off all our other cars and taking out a modest loan, is now out of reach, having undergone a fourfold-plus rise in values. Experts seem to agree that these cars were long undervalued, and that their discovery by collectors has resulted in a market correction. If we helped spur the surge in prices by featuring a Sprint Speciale in our very first issue, to those who now find themselves priced out, we extend our apologies.



PHOTOGRAPH BY MARK J. MCCOURT

 1954-'58 Porsche 356 Speedster	\$51,700	\$216,200	318.2	#8
 1966-'72 Lamborghini Miura	\$60,000	\$238,400	297.3	#121



YEAR, MAKE & MODEL	2005 PRICE	2015 PRICE	% CHANGE	FEATURED IN <i>HS&amp;EC</i>
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 1977-'89 Aston Martin V8 Vantage

\$28,600

\$109,000

281.1

#79

Like the Alfa Romeo Sprint Speciale, it's easy to make the case that the Aston V8 was simply undervalued for years, and finally rose to its proper level. These GTs have it all: bulldog good looks, performance, hand-built quality, scarcity and an impeccable pedigree, plus a certain swagger. In fact, those factors have made all of Aston Martin's products white-hot—even the last of the “affordable” DB cars, the DBS. Give Aston Martin credit, too, for recognizing that its heritage helps bolster the values of its current models, and vice versa. Now, where's our time machine?



PHOTOGRAPH BY DINO PETROCELLI


 1963-'65 Aston Martin DB5

\$88,400

\$299,000

238.2

#97

 1965-'68 Sunbeam Alpine Series V

\$6,200

\$20,600

232.3

#95


 1962-'64 Facel Vega Facel II

\$47,800

\$155,700

225.7

--


 1966-'85 Fiat 124 Sport Spider

\$3,750

\$11,450

205.3

#95


 1964-'67 Sunbeam Tiger Series I

\$22,500

\$65,300

190.2

#75

 1966-'69 Alfa Romeo Spider

\$14,800

\$41,200

178.4

#117


 1961-'68 Amphicar 770

\$15,000

\$41,700

178.0

#82

 1955-'63 Mercedes-Benz 190 SL

\$27,300

\$74,000

171.1

#67

 1967-'71 Mercedes-Benz 280 SL

\$23,600

\$63,100


167.4

#96

The successors to both the 300 SL and its 190 SL shadow, these W113 cars have seen a sharp increase in selling prices lately, with one perfect example sold by the Mercedes-Benz Classic Center for a stunning \$180,000. These are extremely expensive cars to restore, which has pushed up prices for those who simply must have the best—and these SLs do have a passionate following. The 280 SL, the successor to the 230 SL and 250 SL, offers the best performance of the range, thanks to its 180-hp, 2,778-cc inline-six; that makes it the most valuable of the three, as well, even though it was also the most numerous, with nearly 24,000 built.



PHOTOGRAPH BY DAVID LaCHANCE


 1972-'74 BMW 2002tii

\$8,500

\$22,000

158.8

#11


 1952-'54 Allard J2X

\$103,200

\$260,000

151.9

#86

 1972-'89 Fiat/Bertone X1/9

\$3,850

\$9,700

151.9

#83

 1970-'74 Saab Sonett III

\$4,125

\$10,000

142.4

#28

 1965-'77 Lancia Fulvia Coupe

\$6,125

\$14,500

136.7

#3

 1971-'74 De Tomaso Pantera

\$25,800

\$60,500

134.5

#105

 1961-'69 Volvo P1800/1800S











\$7,750

\$17,900


131.0

#31



YEAR, MAKE & MODEL	2005 PRICE	2015 PRICE	% CHANGE	FEATURED IN HS&EC
 1963-'67 Austin-Healey 3000 Mk III	\$26,800	\$60,400	125.4	#111
 1961-'68 Jaguar E-type OTS S1	\$48,550	\$101,600	109.3	#95
 1958-'61 Austin-Healey Sprite	\$9,750	\$20,200	107.2	#41
 1959-'63 Lotus Elite	\$25,600	\$52,400	104.7	#119
 1970-'75 Citroën SM	\$10,300	\$19,900	93.2	#8
 1970-'74 VW Karmann Ghia 1600 Convertible	\$7,950	\$15,000	88.7	#39
 1971-'80 Maserati Bora	\$35,075	\$65,900	87.9	#87
 1985-'92 BMW M3	\$11,200	\$21,000	87.5	#15
 1975-'89 Jaguar XJ-S	\$6,200	\$11,550	86.3	#89
 1970-'73 Datsun 240Z	\$8,725	\$16,000	83.4	#28




## HOLDING STEADY

YEAR, MAKE & MODEL	2005 PRICE	2015 PRICE	% CHANGE	FEATURED IN HS&EC
 1975-'80 MGB	\$5,350	\$9,600	79.4	#88




Surprise—people do appreciate the “rubber bumper” MGB, after all. The evergreen roadster’s average selling price has risen by a modest \$4,250, but that amounts to a healthy rise of nearly 80 percent, thanks to its affordable selling price. It’s a good enough performance to edge out the Dow’s gains, although we’re pretty certain that no one is speculating in these cars. Instead, enthusiasts are no doubt noting what an excellent alternative they are to their more costly chrome-bumper predecessors, and are acting accordingly.




PHOTOGRAPH BY MARK J. MCCOURT

 1968-'73 Opel GT	\$5,350	\$9,600	79.4	#16
 1955-'59 Bentley Continental S1	\$75,000	\$133,200	77.6	--
 1950-'54 Jaguar XK120 OTS	\$47,550	\$84,200	77.1	#44

## BECOMING MORE AFFORDABLE

 1955-'62 Triumph TR3	\$12,600	\$19,800	57.1	#80
 1989-'91 Porsche 944 S2	\$5,950	\$8,800	47.9	--
 1962-'67 Triumph Spitfire 4/Mk II	\$4,125	\$6,000	45.5	#84



YEAR, MAKE & MODEL	2005 PRICE	2015 PRICE	% CHANGE	FEATURED IN <i>HS&amp;EC</i>
 1968-'76 Triumph TR6	\$9,950	\$13,850	39.2	#107
<p>It's interesting to note that prices of the TR6 and the MGB have risen by nearly the same number of dollars, though the TR's percentage increase is roughly half that of the Abington car, because it was more valuable to begin with. Like the MG, the last of the straight-six, body-on-frame TRs has been a steady performer, and was produced in large enough numbers to make speculation unlikely. Buyers can enjoy these cars knowing that, should the time come to sell, they won't lose their shirts.</p>				
 1968-'77 Morgan Plus 8	\$30,100	\$41,600	38.2	#116
 1977-'79 Ferrari 308 GTS	\$26,775	\$36,700	37.1	#14
<p>It's only lately that prices of the V-8-powered 308 have risen above the \$25,000 mark, where they had been stalled for so long. If you're the glass-half-empty type, you might say that the 308 doesn't have enough cylinders, and was produced in numbers too great to become truly valuable. If you believe the glass is half full, you might see instead the beauty of Pininfarina's lines, and the hand-built construction that connects these cars with the great V-12 road cars of the Fifties and Sixties. Seems like the glass is looking fuller with each passing day.</p>				
 1955-'62 MG MGA Roadster	\$14,300	\$19,300	35.0	#11
 1945-'48 MG TC	\$27,700	\$31,300	13.0	#34
 1983-'84 Volkswagen Rabbit GTI	\$2,600	\$2,925	12.5	#72
 1985-'88 Ferrari 412i	\$28,000	\$29,700	6.07	#105
 1981-'91 Lotus Esprit Turbo	\$15,000	\$14,250	-5.0	#102
<p>Honestly, this one came as a bit of a surprise. Not only has this Hethel supercar failed to keep up with inflation, it's fallen behind in real dollars. Admittedly, the car's performance did not live up to Giorgetto Giugiaro's exciting lines when it was introduced, but the addition of a Garrett AiResearch turbocharger to the four-cylinder changed that, bringing 0-60 times into the 6-second neighborhood. Could it be the book is off here? We looked around, and asking prices for the Esprit Turbo were routinely \$10,000 or more higher than NADA's number.</p>				
 1992-'94 Jaguar XJ220	\$180,000	\$170,800	-5.1	#55
 1965-'80 Rolls-Royce Silver Shadow	\$17,500	\$15,400	-12.0	#62
 1995-'98 Lamborghini Diablo VT Roadster	\$167,300	\$112,400	-32.8	--

PHOTOGRAPH BY JEFF KOCH

PHOTOGRAPH BY DAVID LA CHANCE

PHOTOGRAPH BY MARK J. MCCOURT





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## AUCTION PROFILE



This 1931 Alfa Romeo 6C 1750 Gran Sport Spider by Zagato brought a winning bid of \$2,420,000.

# RM at Amelia Island

Amelia Island is now considered one of RM's top auctions to buy and sell significant collector cars

WORDS AND PHOTOGRAPHY BY RICHARD LENTINELLO

**T**his year's Amelia Island Concours' RM Sotheby's auction was another record-setting sale, with a 100-percent sell-through rate that saw all 100 cars crossing the block going home with new owners. It was a truly astonishing feat, but all eyes focused on the gorgeous green 1960 Ferrari 400 Superamerica short-wheelbase cabriolet, which ended up selling for an amazing \$6,380,000, a new world record for a Ferrari Superamerica. In fact, there were 13 automobiles that all sold in excess of one million dollars, including a 1967 Shelby 427 "semi-competition" Cobra that sold for \$2,145,000.

This was RM's 17th year at Amelia Island, and thanks to the outstanding selection of many blue-chip collectibles, sales surpassed last year's total by 67 percent. And just as significant was the fact that this auction was the first of the new RM Sotheby's partnership.

Of the more conventional cars, notable sales included a 1938 MG TA Tickford

Drophead Coupe for \$115,500, a 1963 Austin-Healey 3000 Mk II BJ7 for \$77,000, a 1956 Mercedes-Benz 190 SL for \$165,000, and a near-perfect 1967 Jaguar E-type Series 1 OTS for \$181,500. Oh, and for a mere \$66,125, you could have gotten your kid a Ferrari 330 P2 Junior Child's Car that had a 169-cc four-stroke engine and hydraulic brakes.

This auction is held on the grounds of the Ritz-Carlton Hotel, just a short walk from the concours show field, making it a very convenient venue for attendees to view the cars prior to the auction. And because it's right on the beach, the warm ocean breezes were a welcome relief to those who flew in from the north.

RM Sotheby's Amelia Island auction in 2016 will take place on March 12, on the Saturday prior to Sunday's concours, with pre-auction viewing of the cars starting on Friday morning. Even if you don't go to buy a car, it's an event that you will certainly enjoy being a part of.

## By the Numbers

**Date** March 14, 2015  
**Total sales** \$60,360,050  
**Sell-through** 100 lots; 100%  
**Average sale** \$603,600  
**Top sale** 1960 Ferrari 400 Superamerica SWB Cabriolet, \$6,380,000

### UPCOMING AUCTIONS

**August 14-15, 2015** Monterey, California  
**October 8-9** Hershey, Pennsylvania

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**Condition** #1=Excellent; #2=Very Good; #3=Average; #4=Poor; #5=Major Project  
**Reserve** Minimum price owner will accept  
**Top Bid** The highest offer made  
**Selling Price** What the vehicle sold for  
**Avg. Selling Price** Average market value of vehicles in similar condition





## FIAT

**Year:** 1952  
**Model:** 500C Topolino  
**Condition:** Restored/#1  
**Reserve:** Undisclosed  
**Selling Price:** \$52,250  
**Avg. Selling Price:** \$35,000

Collectors are always willing to pay a premium to own the best example of a certain breed, as was clearly the case with this Topolino. Big money, yes, but try to find another 500C that's been restored to this high level—you can't. Powered by a teeny tiny 34.9-cu.in. four-cylinder, putting out a measly 16 hp, this is a car for someone who wants to have fun. Its black cloth top rolls back and allows the sun to pour into the cabin, so that's another plus. Oh, it was just about perfect, needing only gas and a brave driver to play in traffic. But just think of all the smiles it will provide its new owner with, even if they did cost him plenty.



## AUSTIN-HEALEY

**Year:** 1955  
**Model:** 100S  
**Condition:** Restored/#1  
**Reserve:** Undisclosed  
**Selling Price:** \$1,012,000  
**Avg. Selling Price:** \$400,000

Here's more proof that the car world has gone insane: one million dollars for an Austin-Healey. Okay, we know it's an alloy-bodied 100S that was purpose-built for racing, and only 50 were made. But one million dollars? Then again, if you wanted to invest in a 100S, this was the car to have, because it was originally delivered to actor Jackie Cooper, and was the only 100S painted green. Oh, and it raced at the 12 Hours of Sebring in 1955, with Cooper at the wheel. So it certainly has the right provenance. Seeing how vintage race cars continue to climb in value, no doubt the buyer was smart to pay what he did. But one million dollars?



## ASTON MARTIN

**Year:** 1957  
**Model:** DB2/4 Mk III  
**Condition:** Restored/#1  
**Reserve:** Undisclosed  
**Selling Price:** \$335,500  
**Avg. Selling Price:** \$250,000

When it comes to early handcrafted Aston road cars, it doesn't get much rarer than this Tickford-bodied coupe. This early Mk III, which many considered to be the prettiest of all the pre-DB4 models, was based on the DB2/4, and wore the small taillamps that only a handful of the earliest Mk IIIs had. Still equipped with its original 3-liter DOHC straight-six with 200-plus horsepower, it was raced extensively. More significantly, it was fitted with a DB3S cylinder head and triple Webers, so it was clearly the Mk III to have. Paying a huge \$75,000 premium to own it was actually a good move, considering how early Astons continue to skyrocket in value.



## PORSCHE

**Year:** 1971  
**Model:** 911T  
**Condition:** Restored/#2  
**Reserve:** Undisclosed  
**Selling Price:** \$110,000  
**Avg. Selling Price:** \$75,000

Well restored to original specs, this T was the base model 911 with the lowest horsepower rating—though we guess it didn't matter to the new owner. But it did have the Comfort Group option, which included 911S instruments, leather-wrapped steering wheel, velour carpeting, and alloy trim on the rockers and door sills. And its Sepia Brown exterior was a special-order finish, which added to the car's appeal. It really was in excellent condition inside and out. In spite of the fact that pre-1974 911s continue to rise in value, this remains questionable money to pay for a T. Perhaps in three years' time the buyer will prove us wrong. Well sold.



## SUNBEAM

**Year:** 1967  
**Model:** Tiger Mk IA  
**Condition:** Restored/#2  
**Reserve:** Undisclosed  
**Selling Price:** \$137,500  
**Avg. Selling Price:** \$85,000

Although the catalog stated that this Tiger had been restored from the ground up, which it had been, it didn't say that the quality of the restoration was for street use, not concours. The new paint was far from being considered concours quality, although everything about the restored interior and instrument panel, and the entire engine bay, was very well done and authentic looking, with the exception of the aftermarket radio unit. More significantly, it was a 260-powered Tiger, not the more desirable 289, which made it seem even odder that someone would pay 289 #1-condition money for a #2-condition 260 car. The seller must have felt like he had won the lottery.



## BMW

**Year:** 1956  
**Model:** 502 Cabriolet  
**Condition:** Restored/#2+  
**Reserve:** Undisclosed  
**Selling Price:** \$341,000  
**Avg. Selling Price:** N/A

With so few 502s imported into the U.S., this is one car that will be a standout wherever it's shown. While several thousand 507 sedans were built, only 57 Baur Cabriolets were produced, only two of which are known to be in the U.S. This particular example had been completely restored by a well-known BMW expert in Germany and came with a BMW Classic Certificate of Authenticity. A previous owner replaced the original 2.6-liter engine with a more powerful 3.2-liter V-8 and upgraded the original front drum brakes with discs; both upgrades, while certainly worthwhile, can easily be reversed. Money paid was substantial, but try to find another one.





## MORRIS

**Year:** 1959  
**Model:** Minor Traveller  
**Condition:** Restored/#1  
**Reserve:** Undisclosed

**Selling Price:** \$52,250  
**Avg. Selling Price:** \$30,000

**Everything about this Traveller was spot on**, from the correct radiator hoses and wire clamps to the battery cables and steering wheel. Perhaps only the type of carpet used was more upscale than what Morris put in its cars, but it did look very nice. In fact, everything about this Morris was better than nice. We would guess that it just may be one of the best-restored, and most authentic, Travellers in the world; yes, it was that spectacular. Whether or not it was worth paying a \$22,000 premium to own it is debatable; however, to restore one to this level would exceed the money paid. So from that viewpoint, we would have to say it was well bought.



## SIATA

**Year:** 1953  
**Model:** 300 BC  
**Condition:** Restored/#1  
**Reserve:** Undisclosed

**Selling Price:** \$258,500  
**Avg. Selling Price:** \$225,000

**These little Siatas are very pretty sports cars**, and fairly quick, thanks to their light weight—especially this particular example, with its larger-than-standard 1,098-cc OHV Fiat engine (most were fitted with 750-cc Crosley engines). Rarer still is that only 40 Bertone Barchettas were constructed—with this being car number 18—so it clearly checked all the blue-chip boxes. These 300s are basically little Ferrari 212s, but at a fraction of the cost. And while they do command a quarter-million today, their rarity and appeal mean they will only increase in value. Though the sale price was slightly higher than the current market value, we'll call it well bought.



## MG

**Year:** 1959  
**Model:** MGA Twin-Cam  
**Condition:** Restored/#2+  
**Reserve:** Undisclosed

**Selling Price:** \$82,500  
**Avg. Selling Price:** \$65,000

**For MGA enthusiasts, this Twin-Cam roadster is the ultimate.** With only 2,111 Twin-Cams built, they are quite rare and highly sought after. Its 1,588-cc twin-cam four-cylinder engine pumps out a respectable 108 hp and sounds oh, so distinctive. Besides its twin-cam engine, it's also one of the earliest production-based sports cars equipped with four-wheel disc brakes and those beautiful solid knock-off wheels. This particular MGA had been correctly restored to authentic factory standards by longtime MG enthusiasts, so everything about it was near perfect. Although the selling price may seem slightly high, its value will only continue to increase.



## ALFA ROMEO

**Year:** 1961  
**Model:** Giulietta Spider  
**Condition:** Restored/#2  
**Reserve:** Undisclosed

**Selling Price:** \$88,000  
**Avg. Selling Price:** \$59,400

**Although nicely restored, there were many minor issues** that made this Alfa worth way less than what the new buyer paid. It sported an aftermarket electronic ignition, incorrect blue spark plug wires, a chrome open-element air filter assembly, red heater hoses with incorrect clamps, and mismatched wheels. It also sat way too high in the rear. While all those issues can be easily reversed, that will cost additional money, thus making the car way overpriced. The buyer could have bought a more authentic Giulietta Spider for less money had he looked harder. In the end, the seller had to be doing backflips when the gavel fell; a big payout indeed.



## TOYOTA

**Year:** 1968  
**Model:** 2000GT  
**Condition:** Restored/#1-  
**Reserve:** Undisclosed

**Selling Price:** \$880,000  
**Avg. Selling Price:** \$850,000

**With only 351 2000GTs built, chances of finding one in a barn or needing restoration are as slim as it gets**, so the only road to 2000GT ownership is to pay big money to own one, which the buyer rightly did, and then some. With only 84 left-hand-drive examples produced, it certainly made the extra money paid seem worth it. It was the recipient of a ground-up restoration, but had since been used, which showed in some of the engine details, and the original Solex carbs were replaced by a set of triple Weber DCOEs, lessening the car's originality. Original tool kit and radio aside, the money paid was slightly excessive, but try to find another one.



## JAGUAR

**Year:** 1948  
**Model:** Mark IV  
**Condition:** Restored/#2+  
**Reserve:** Undisclosed

**Selling Price:** \$137,500  
**Avg. Selling Price:** \$130,000

**These classic Jaguars have loads of upscale character**, yet because they are underpowered, they don't command big money. Besides its relative rarity, especially in left-hand-drive form, this car achieved a near perfect 99.91 score at the Jaguar Club concours after its restoration was completed back in 2000. The 125-hp, 3,485-cc four-cylinder engine is original to the car, as is the floor-shifted four-speed Moss gearbox; even the original tool kit was present. The red leather interior and woodwork were perfect, and the paint was flawless. Restoring one to this level would cost twice the money paid, making this a truly excellent buy.



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## Carrera GT Tops Russo and Steele Newport Beach

Six- and seven-figure sales at collector car auctions grab all the headlines (see headline above), but very often, interesting, affordable vehicles quietly cross the block at these events and get scooped up by smart shoppers.

Case in point: this 1993 Mercedes-Benz 300 CE convertible, which changed hands for a reasonable \$4,400 at Russo and Steele's third annual Newport Beach sale, June 5-7. While we can't attest to its overall condition (because we, unfortunately, weren't there to bid on it ourselves), the car appeared presentable in the photos accompanying the description. According to the Hemmings.com Classic Car Price Guide powered by Hagerty, one of these cars in "fair" condition is worth \$6,900, so there's room to spend a little on improvements as needed.

Another modern classic that caught our eye among the results from R and S's Newport Beach sale was a good-looking 1987 BMW 635 CSi coupe that changed hands for \$3,850. Shortly after the auction, we spotted the car up for grabs on an Internet auction site—complete with a line in the description about how the seller recently purchased the car at a classic car auction. The online auction was no-reserve and the car sold for \$7,450, netting the seller a profit of about \$3,500.

Russo and Steele reported \$7.2 million in sales at its Newport Beach, California, auction held at the Newport Dunes Waterfront Resort. That figure represents a 71 percent increase in sales over last year, the Arizona-based auction house said. The top earner was a 2005 Porsche Carrera GT that sold for \$840,000.

Russo and Steele's Monterey sale, August 13-15, will round out its 2015 calendar, and the action begins again at Scottsdale in January.

For more information about upcoming sales or results from previous auctions, go to [russoandsteele.com](http://russoandsteele.com), or call 602-252-2697.

### TOP 10 SALES:

- 2005 Porsche Carrera GT—\$840,000**
- 2006 Ford GT—\$337,700**
- 2012 Lexus LFA—\$335,000**
- 1971 Maserati Ghibli—\$226,600**
- 1957 Porsche 356 T1 Cabriolet—\$181,500**
- 1954 Chevrolet Corvette Custom—\$159,500**
- 1966 Shelby GT350H—\$137,500**
- 1958 Fiat 750 Abarth—\$136,640**
- 1962 Chevrolet Corvette—\$130,000**
- 1964 Volkswagen Type II Dual Cab Transporter—\$89,100**

## Mecum Seattle Nets \$9.5 Million

A 1999 Lamborghini Diablo roadster was the top-selling exotic at Mecum's Seattle sale in June, changing hands for \$170,000.

The Titanium Silver Metallic supercar was the second highest earner of the event and one of six late-model Lamborghinis offered by Seattle-area collector Roy Cats. None of the other five cars from Cats's collection sold, the oldest of which was a 1989 Countach 25th Anniversary that received a high bid of \$200,000, while the newest was a 2010 Murciélago SuperVeloce that bid up to \$350,000.

Most of the auction's top selling imports were desirable late-model cars, such as a 2002 BMW Z8 Convertible that sold for \$165,000 and a 1992 Porsche 964 Turbo that sold for \$130,000. The only older import in Mecum's top 10 was a 1956 Mercedes-Benz 190 SL that sold for \$140,000. Prices of M-B's sedan-based, four-cylinder 190 roadster have rallied in recent years, mirroring the sharp rise in prices of Porsche 356 cabriolets.

Mecum's Seattle sale, June 5-6 at the CenturyLink Field Event Center, boasted more than 600 cars and hauled in a total of \$9,517,676. After the Wisconsin-based auction house's

stop in Monterey, August 13-15, Mecum's traveling road show will head to Dallas, Texas, on September 16-19, where the field of auction vehicles is expected to swell to 1,000 strong. For more information about upcoming sales or complete results from past auctions, head over to [www.mecum.com](http://www.mecum.com) or call 262-275-5050.





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## Scoring a Coupe at Silverstone

The two-door hardtop variant of the Jaguar XJ is a rare treat today and these cars seem to be gaining a cult following among marque enthusiasts.

Approximately 8,000 XJ coupes were built from 1975 until production ceased in late 1977. The sporty cars were introduced in 1973, but complications with manufacturing the body forced Browns Lane to delay the car until the 1975 model year, and it was sold through 1978. Six-cylinder power was most common, but the coupes were also offered with V-12s, though fewer than 2,000 of those were built.

At Silverstone Auctions' May Sale, on May 23 in Gaydon, Warwickshire, England, a 4.2-liter-six-powered '77 XJC with just 17,000 miles sold for the equivalent of \$54,800. While it seems almost inconceivable that a 1970s XJ



of any stripe could ignite a bidding war, Silverstone said that bidders in the packed auction hall competed with no fewer than 14 phone bidders, as well as several online bidders, all vying for the one-owner coupe.

The two-door Jag was a relative bargain, however, compared to a one-owner 1975 Porsche 911 Carrera that also changed hands at Silverstone Auctions' May Sale.

That car, too, was reportedly a one-owner, driven 55,000 miles, but in need of some restoration work. Nonetheless, true to form for air-cooled 911s these days, the fuel-in-

jected five-speed car sold for £144,000 or about \$226,572, which blew away the £95,000–£110,000 (\$149,000–\$173,000) pre-sale estimate.

As this issue heads to press, Silverstone is gearing up for its July sale, July 25-26. For information about upcoming auctions or results from previous sales, visit [www.silverstoneauctions.com](http://www.silverstoneauctions.com).

## RM Sotheby's London Set for September 7

RM Sotheby's one-day London sale this month will undoubtedly showcase some landmark automobiles. Taking its place among them will be this 1950 Aston Martin DB2 Vantage Coupe, the first Aston Martin built with a 125-hp Vantage-spec engine, which sold new to wealthy amateur racer William "Bill" Spear, a close friend of Briggs Cunningham.

The last time we saw this car crossing the auction block was at RM's Sporting Classics of Monaco sale in May 2010, where it changed hands for \$395,158.

When it was new, Spear entered the car, chassis #LML/50/19 into the first-ever Sebring six-hour race on December 31, 1950, where it finished second in class and 15th overall. Spear continued to campaign his Vantage-spec Aston Martin in various SCCA events on the East Coast of the U.S.

In 1978, a well-known Aston Martin enthusiast in Portland, Oregon, purchased LML/50/19 and kept it for over 30 years, regularly racing it in Historic Motor Sports Association events. The car was originally red, but by then it had reportedly been painted its current matte gray.

Just prior to the car's sale in Monaco, it was raced in the 2009 Mille Miglia Storica, and today would still be eligible for any number of vintage races. In fact, it's outfitted with a roll bar and racing belts, but the red and gray interior looks otherwise stock. The DOHC 2.5-liter inline-six engine, too, looks ready for competition, still sporting its twin SU HV6 carburetors.

Last year, the London auction, held in partnership with the Concours of Elegance at Hampton Court Palace, boasted a lineup of 80 historically significant cars, 86 percent of which found new owners. The total haul was \$36,348,733, and the top sale was a 1956 Ferrari 250 GT Berlinetta Competizione Tour de France that changed hands for roughly the equivalent of \$7.6 million.

This will mark RM Sotheby's ninth running of the event in Central London's Battersea Evolution event center. For more information about the September 7 sale, or results from past auctions, head to RM Sotheby's website [www.rmauctions.com](http://www.rmauctions.com) or call 519-352-4575.

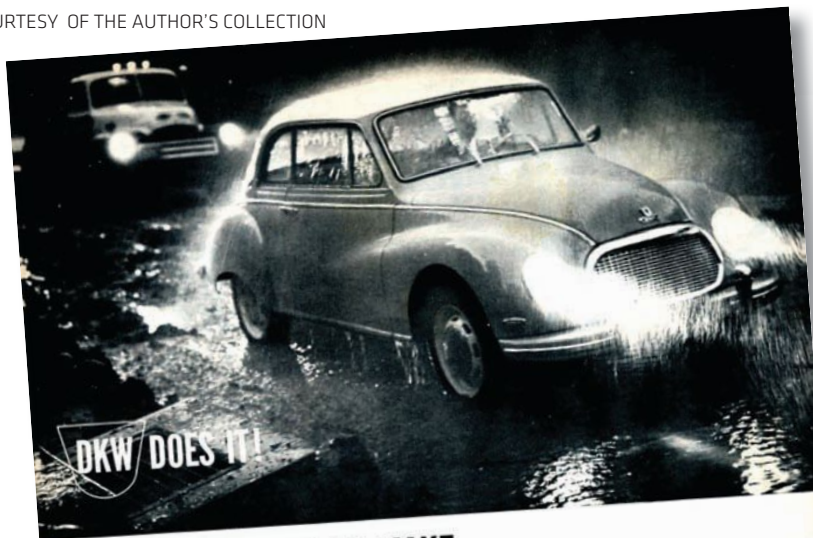




BY JEFF KOCH • ADS COURTESY OF THE AUTHOR'S COLLECTION

# It's What's Up Front That Counts

Front-wheel drive was not a new concept in the late 1970s; plenty of car companies had been extolling its virtues, for different reasons, over the course of decades. Subaru and DKW crowed about traction through sloppy weather, Saab pushed its Sonett sports car's cornering proficiency, Citroën promoted comfort and security, and Honda, following Mini's lead, showed that a small engine in front meant more room for passengers and stuff inside the car.



Our engine sits sideways  
so you don't  
have to.



When people sit in a Honda Civic\* 1200 or Civic CVCC\* for the first time, they are often surprised at the amount of room inside.

They discover that our Civics, despite their brief overall length, have plenty of room for four adults. Plus baggage space behind the rear seat. How do we do it? To help solve the mystery, we took the roof and hood off a Honda Civic CVCC Hatchback.

As you can now see, one reason for the Civic's roominess is the way the engine sits. Because it sits sideways, instead of lengthwise, the engine doesn't interfere with front-seat legroom. Instead, it is neatly tucked away up front, out of everybody's way.

To give the Civic even more space inside, we gave it front-wheel drive. This means there is no drive shaft to the rear wheels, so the hump running through the passenger compartment is reduced.

So now when you sit in a Honda Civic, please don't be surprised that you're not cramped for space. And that you're not sitting sideways.

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efficient

no starting problems. There's no oil to gum up the pistons. The DKW will start at 60° below zero in under a minute, unaided.

**HOW DOES IT GO?** Effortlessly! The DKW is positive. Steering is precise and taut. Cornering is outstanding. Top speed tops 80 mph. (Where can you do it legally?) Braking is sure, firm... always confident. Four-speed transmission with perfectly selected gear ratios makes driving fun and exceptional—*especially* even in Alpine terrain.

**WILL YOU BE COMFORTABLE?** Not only you, but your passengers too. Remember, no transmission tunnel... flat floors. Handsome appointments in distinctive, sophisticated taste. Full, functional instrumentation and exceptionally comfortable seats to relax on. And you can relax knowing that you're cradled by a frame of box-sectioned steel that has tremendous structural strength.

DO YOU KNOW WHAT DKW MEANS? It means *Das Kleine Wunder* and it's famous throughout Europe. When you drive the DKW, you'll understand why. Let your DKW Dealer demonstrate what we mean. You're in for a delightful experi-



# Why a sports car with front wheel drive makes sense.

Front wheel drive makes a car corner surer and handle better than just about any other kind of driving system there is.

Because the wheels that steer the car around turns are the wheels that pull the car around turns. (The rear wheels push a conventional car forward. So when the front wheels change direction, the rear wheels have a tendency to keep going straight. Which means you're more apt to skid.)

Because of front-wheel drive the Saab Sonett also has better weight distribution, balance, and traction. Therefore, better handling and control through the turns.

And after all, the whole object of driving a sports car is for the pleasure of *driving* a sports car. For the way it behaves and responds.

Each year, more and more cars are built with front wheel drive. (Cadillac Eldorado, Olds Toronado, Citroen, among others, already have it.) But for now, no production sports car in the world has front wheel drive except the Saab Sonett.

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And the more productive of income, the more poor appropriate its output.

You'll find it's a great joy to watch the working classes begin to learn what *justice* is. The change is not slow.

It's a war gone with our desire to see some right in a balanced and just, but I worry.

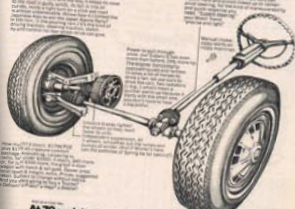
And in my kind of war, you'll find the way a Communist handles. A big war, it will turn in the same spirit as a small, important path war in reality.

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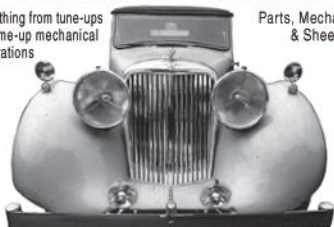
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*The navigator had to figure out an average speed that would carry the crew to a time clock hundreds of miles away without penalty—and then calculate the extra time needed to stop for fuel.*



## The dancing bear has left us

**T**hat great shambling bear of a man is gone, and all we have left are the stories. But Erik Carlsson left better stories than most. The quintessential Scandinavian rally driver, Carlsson won everything worth winning in the 1950s and early '60s; as much as anyone, he defined the very nature of Saab, and what the little Swedish cars could do in the right hands. People have written biographies of the man and histories of the car—the two are intertwined.

My heroes are dying off.

If you believe that one of the basic natures of our species is to seek adventure and then tell the others about it, then Carlsson was surely our exemplar. Here was the legend who could conquer the automotive world with an 850-cc two-stroke; it was the image of that hero that led me to buy my first Saab 96 in 1969. Alas—and thank God!—by then the company had evolved to the four-stroke era, running 1,500-cc V-4 German Ford engines.

I would never attain the heights of glory reached by the man with two S's in his last name, but that doesn't mean that I couldn't go out there and fling my Saab through the trees, in a sort of celebration of the heritage of the marque: *What would Erik do?*

He did quite a lot, actually, winning the Monte Carlo rally twice and England's RAC rally three times in a row.

Carlsson was such an overwhelming presence in rallying that people who knew nothing about motorsport knew his name, as they knew of his brother-in-law, Stirling Moss. But few outside the sport knew the legends, myths, and stories that abounded in regard to "Mister Saab," the giant bear of a Swede who could make a corn-popper Saab go dancing down an ice-covered road, pirouetting from bank to bank. Small wonder that when I reached a point of full-time employment, the very first car I bought new was a green Saab 96 Deluxe. And within 20 years of buying that first Saab, I found myself in a business that allowed me to meet my childhood hero in person.

Erik Carlsson was a man you wanted to see again.

The stories told about the man, and the stories he told, are the fabric of rally history. One of my favorites may not be true, but it should be: I read somewhere, or heard, that once, in a particularly perilous mountain section, navigator Gunnar Palm said to his driver, "Oh, Erik, don't go off here! If we go off here, our clothes will be out of style by the time we reach the bottom!" When I recall that story, I hear a marvelous lilting Swedish accent, so I may well have heard it from the master himself.

I know that Carlsson told me of the difficulties of the Monte Carlo Rally and others that started from several locations, the drivers converging on one final spot at calculated times. The navigator's job was to figure out an average speed that would carry the crew to a time clock hundreds of miles away without penalty—and then calculate the extra time needed to stop for fuel. On one such rally, said Erik, "That average speed was our *top* speed—so for us, it was rally all day!"

I think that everybody who knows the glory days of rallying can tell you stories of the Safari Rally, and how Saab never quite managed to win it. In 1964, however, Carlsson came second—and stole the thunder of the winning Ford Cortina. At the finish in Nairobi, onlookers noticed that the Saab was a bit rumpled and muddy. Carlsson explained that he and Palm had found themselves stuck fast in a muddy section, but with the help of some local tribesmen, they rolled the car over on its roof, and then over again back onto its wheels on drier ground. When skeptics doubted their tale, the two recruited a few volunteers to demonstrate, and rolled the car over again in Nairobi, just to show how it was done!

Later that night, at the Muthaiga Club, where Peter Hughes and William Young were awarded their first-place trophies, the winning Cortina GT was on display, but everybody was still talking about Carlsson and the roll-over Saab, until the Ford crews could stand it no longer. So they heaved and strained and managed to roll the Cortina over on its roof, too—right there on the ballroom floor. (I believe a certain amount of alcohol may have been involved.)

A Saab is shaped like an egg. A Cortina is shaped like a brick.

And there it was, upside down on the hardwood floor, fluids leaking out of every pore—and the Ford guys couldn't turn it right-side-up again. I believe that Ford had to pay for replacing the ballroom floor, but I have no idea how they finally got the Cortina back up, or what it looked like when they finally righted it. I know that a Saab can be rolled over and righted by a handful of people from personal experience—painful personal experience—but I don't think the Cortina was built for such excursions.

Ah, well; all heroes fall eventually. So here's a toast to the great Erik Carlsson, a legend in his own time, a hero to all; I would raise a glass of Champagne, but for Carlsson, I think it should be a Bloody Mary, for he once led me to the hidden lair of the best Bloody Mary in the world, and we obtained the secret recipe.

But that's a story for another time. 🌐



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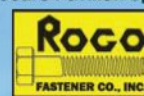
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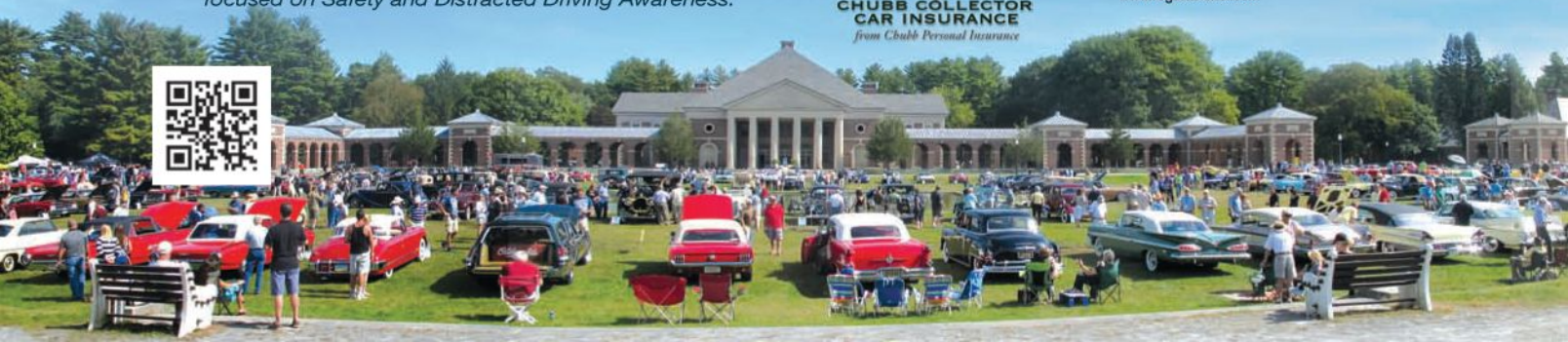


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